FOREIGN TRADE

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VI OTTAWA, AUGUST 20, 1949 No. 138

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Foreign Trade is published weekly. The annual subscription is *One Dollar* for delivery in Canada and *$3.50* for delivery abroad. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

Right Hon. C. D. Howe
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

FOREIGN TRADE

OTTAWA, AUGUST 20, 1949

Published Weekly by
FOREIGN TRADE SERVICE
Department of Trade and Commerce

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COVER SUBJECT—Air view of Montreal harbour, through which a large volume of traffic is now passing. Shipping men familiar with this port will recognize the historic "Royal" building, at bottom centre, which will be razed shortly to make way for new government offices. It is over 200 years old, and was once the chateau of the Marquis de Callières, subsequently housing the Shipping Master and the Superintendent of Lights and Buoys. The basin portrayed in this photograph is the head of ocean navigation on the St. Lawrence, further progress up this inland waterway being restricted to vessels drawing no more than 14 feet that can pass through the series of five canals between Montreal and Prescott, a distance of 120 miles. One of these canal-sized ships, of characteristic design, is seen approaching the lower lock of the Lachine Canal.

National Film Board Photo

Price 10 cents

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Britain's Dollar Receipts Reduced In First Half of Current Year

Exports to Canada well maintained, but shipments to the United States reduced—Total imports 9 per cent higher, and total exports up 20 per cent as compared with same period in 1948—Exports to countries outside North America continuing at high levels.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, July 27, 1949.—Although exports from the United Kingdom to Canada were well maintained during the first six months of 1949, shipments to the United States began to fall away in April, with the result that receipts from dollar sales started to decline, and this downward movement is still continuing. These conditions, plus a general worsening of the position of the United Kingdom's general dollar invisible accounts, is responsible for the deterioration in the general outlook, leading to the decision to curtail dollar expenditures until imports can be re-programmed.

The returns of overseas trade show that total imports in the first six months of 1949 were valued at £1,120 million, or 9 per cent higher than in the first half of 1948. The value of United Kingdom exports was £892 million, a rise of 20 per cent. Re-exports of imported merchandise (£31 million) fell slightly below last year's figure.

The Chancellor of the Exchequer recently said that, over the first half of the year, the United Kingdom was approximately in balance on its external accounts, taken as a whole, and that the disturbing influences were not due to any uncalculated overspending. As against this, dollar exports were £12 million less than was budgeted for. This is mainly the result of the falling-off in exports to the United States since April. Trade with Canada has kept up well.

More important than the short fall in merchandise exports has been the increasingly unhealthy condition of the United Kingdom's general dollar invisible account, due partly to the result of heavier outgoings and smaller receipts from financial items and partly to a considerable reduction in receipts from items such as the sale of oil and diamonds in the dollar area. In the first three months of the year the dollar deficit was £82 million; for the second three months it was £157 million.

Among the principal groups of manufactures exported to the United States, there have been material declines in the amounts exported in certain cases during the last two months. For instance, the vehicles group showed a decline from a monthly average of £780,000 in the first quarter of the year to £315,000 in April and £202,000 in May. Machinery, electrical goods and cutlery showed a decline from the monthly average of £345,000 in the first quarter to £273,000 in April and a slight recovery to £276,000 in May. Exports to the United States in the textile group declined to a less extent; shipments in the pottery and glass group roughly maintained their position. Exports to countries outside North America are still running at high levels. The difficulties which the United Kingdom has to contend with are those of producing cheaply and selling more efficiently.

The increase in total imports as compared with those for the first half of 1948 was 9 per cent. The distribution of this increase was 9 per cent for foodstuffs, 13 per cent for raw materials, and 5 per cent for fully manufactured goods.

The largest group increase was in raw wool, imports of which, at £69·1 million, went up over the six months by 45 per cent. Raw cotton

(£16·5 million) increased by 28 per cent. The only significant decrease among raw materials was in rubber, which declined by 30 per cent. There was a similar fall of 5 per cent in wheat and timber.

Among foodstuffs, imports of dairy produce in the six months improved by 41 per cent in value, while meat imports fell by 13 per cent and those of animal feeding-stuffs by 50 per cent as compared with figures for the same period in 1948. In manufactured goods, iron and steel imports were noticeably higher at 150 per cent above those for the previous year. There was a reduction in the value of chemical imports by 12 per cent; of oils, fats and resins by 11 per cent; of paper, cardboard, etc., by 16 per cent; and of manufactures of flax, jute, etc., by 11 per cent.

Imports into the United Kingdom

	January to June		
	1947	1948	1949
Food, drink and tobacco—	£.m.	£.m.	£.m.
Grain and flour	71.6	88.6	100.0
Feeding-stuffs for animals	7.4	11.7	5.6
Animals, living, for food	4.3	4.9	7.4
Meat	69.8	67.4	58.7
Dairy produce	60.9	69.3	98.1
Fresh fruit and vegetables	44.6	51.1	52.6
Beverages and cocoa preparations	38.9	58.1	61.5
Other food	76.7	65.4	70.9
Tobacco	24.8	10.7	11.9
Total	399.0	427.1	466.7
Raw materials and articles mainly unmanufactured—			
Coal	....	0.4	....
Other non-metalliferous mining and quarry products and the like	6.0	8.0	7.3
Iron ore and scrap	8.8	13.2	14.1
Non-ferrous metalliferous ores and scrap	10.3	16.6	18.2
Wood and timber	26.8	36.3	34.6
Raw cotton and cotton waste	38.6	58.4	75.0
Wool, raw and waste, and woollen rags	24.5	47.6	69.2
Silk, raw and waste, and artificial silk waste	1.2	1.2	1.1
Other textile materials	10.7	14.6	13.9
Seeds and nuts for oil, oils, fats, resins and gums	52.9	76.2	80.5
Hides and skins, undressed	20.2	17.6	20.8
Paper-making, etc., materials	12.5	23.2	27.0
Rubber	17.7	15.2	10.4
Miscellaneous raw materials and articles mainly unmanufactured	14.8	13.5	14.7
Total	245.0	342.0	386.7
Articles wholly or mainly manufactured—			
Coke and manufactured fuel	....	....	0.1
Pottery, glass, abrasives, etc.	2.4	3.9	2.6
Iron and steel and manufactures thereof	7.3	8.3	20.4
Non-ferrous metals and manufactures thereof	30.3	41.9	49.5
Cutlery, hardware, implements and instruments	2.3	3.4	3.2
Electrical goods and apparatus	0.9	1.4	1.4
Machinery	11.0	21.6	23.6
Manufactures of wood and timber	6.9	6.5	6.7
Cotton yarns and manufactures	4.6	10.9	14.0
Woollen and worsted yarns and manufactures	3.5	8.4	9.4
Silk and artificial silk yarns and manufactures	4.0	4.6	4.9
Manufactures of other textile materials	5.5	10.9	8.0
Apparel	1.4	1.9	2.1
Footwear	1.4	1.1	1.2
Chemicals, drugs, dyes and colours	11.1	15.5	13.5
Oils, fats and resins, manufactured	37.0	67.0	59.6
Leather and manufactures thereof	7.9	4.5	6.1
Paper, cardboard, etc.	10.1	11.7	9.7
Vehicles (including locomotives, ships and aircraft)	3.5	7.8	8.8
Rubber manufactures	....	0.1	0.1
Miscellaneous articles wholly or mainly manufactured	13.0	11.6	11.0
Total	164.0	243.0	255.9
Animals, not for food	3.3	3.5	3.2
Parcel post	9.3	10.16	7.2
Grand total	820.5	1,025.6	1,119.7

Impressive World Trade Centre To Be Built in San Francisco

Transportation agencies, consular services, labour and industrial organizations and government departments concerned with international commerce to be located in group of modern buildings on site of famous Ferry Tower—First $300,000 allocated to project, eventually costing $67,000,000.

By C. N. Senior, Consul of Canada

SAN FRANCISCO, August 10, 1949.—By affixing his signature to an Act of the State Legislature appropriating a modest $300,000 towards San Francisco's projected World Trade Centre, Governor Earl Warren of California has set in motion a program that may be of great significance to merchants, traders and producers in far distant parts of the world.

From her earliest days, San Francisco has been a focal shipping and trading centre on the Pacific. Rival ports have arisen to the north and to the south and have prospered. But there remains in San Francisco one vital inheritance of her early supremacy—her vast financial and brokerage facilities. The goods may be produced in Lancashire, Saskatchewan or India. The market may be in Norway, Egypt or Siam. The ships that carry the cargo may never come within thousands of miles of the Golden Gate. But untold numbers of buyers and sellers in all parts of the world look to San Francisco agents and San Francisco bankers for essential brokerage and financial services very similar to those that have given to the City of London her world pre-eminence.

Business Transacted by Telephone and Telegraph

There is no visible sign of this tremendous volume of business booked through San Francisco's multitudinous import and export houses, great and small. There are no Baltic and corn exchanges to serve as meeting and trading centres. The media through which orders are converted into contracts are the telegraph and telephone wires.

Yet world trade remains the most vital fact in San Francisco's economy, and in the years to come world trade is to have a temple and a shrine marking the city's recognition of the source of her greatness.

The original vision of San Francisco's World Trade Centre is attributed to three famous elder citizens, of whom one was the late Captain Robert Dollar, famous in Canada as well as here. One of the triumvirate, Mr. Leland W. Cutler, has survived to be Chairman of the World Trade Centre Authority, established in 1947 by an Act of the State Legislature. This year the Legislature went a step further and authorized the State Harbor Commission, which administers the Port of San Francisco, to loan $300,000 to the Authority for the architectural and engineering planning.

Preliminary drawings suggest that the World Trade Centre is to be a worthy counterpart of San Francisco's existing Civic Centre, which attained international fame when its handsome group of buildings provided accommodation for the first assembly of the United Nations. Municipal, state and federal buildings are utilitarian features of the Civic Centre. But associated with these are an opera house, library, auditorium and art gallery, reflecting in their stately architecture and in their purpose the city's traditional obeisance to the aesthetic values.

Beauty and utility are again to be combined in the World Trade Centre—but it will be a more modern and streamlined style of beauty, appropriate to the site and to the function. The selected location lies at the foot of historic Market Street, in the very heart and centre of the waterfront.

Conveniently Located World Trade Centre

The purpose and function of the World Trade Centre are concisely defined in the official proposal or prospectus: "It is proposed that a conveniently located World Trade Centre be established in San Francisco with all modern facilities for handling world trade, attracting foreign countries and their traders as well as American exporters and importers, manufacturers, bankers, transportation companies, custom house brokers, freight forwarders, and every line of industry having to do with world commerce."

The completed project will consist of a slender graceful tower surrounded by a group of broader structures, each devoted to a particular phase of the main theme. One building set aside for the transportation industry will have a roof designed for the accommodation of helicopters. There will be a Europa Building, a Pacific Building, an Orient Building and a Pan-American Building. Another portion of the site, which occupies an area roughly equivalent to six city blocks, has been set aside for an auditorium capable of seating between 20,000 and 27,000. Each building, other than the auditorium, will contain, in addition to office space, facilities for the exhibition of merchandise. In this connection, arrangements have been made with the Foreign Trade Zone (free port) for supervision of foreign exhibits, thus avoiding the necessity for payment of duty on such exhibits.

It is estimated that the complete scheme will cost approximately $67,000,000, of which about 25 per cent will be spent immediately on site development and the construction of the first office building of approximately fifteen stories.

Managed by Private Non-profit Group

While the state-created World Trade Centre Authority is the governing body, the active management and development of the project are provided by a private non-profit association of San Francisco businessmen known as the World Trade Centre Corporation. It is this corporation which, under the chairmanship of Mr. Cutler and with privately subscribed funds, was responsible for the development and promotional work which brought the project to its present stage. The corporation is busily engaged raising additional funds for further promotional work to ensure the success of the undertaking. It is stated that already about 75 per cent of the space in the first unit has been applied for and that the Reconstruction Finance Corporation has expressed sufficient confidence in the proposal to give every reasonable assurance that the capital funds will be readily available from that source.

Few other cities could provide so commanding a site for the proposed centre and the architects have taken the maximum advantage of the natural environment. Those who know San Francisco will recall that its thirty odd wharves or piers project themselves into the bay in a serrated arc, at the centre of which stands the celebrated Ferry Tower. The tower, in turn, constitutes a charming end-view for the great swathe of Market Street which cuts diagonally through the heart of the city. From sentimental and tradition-loving San Franciscans who voted down the plebiscite to abolish cable cars there will be nostalgic regret at the disappearance

of the antiquely charming Ferry Tower, which has adorned the foot of Market Street since 1895, but the organizers of the World Trade Centre are convinced that the handsome modern Tower Building which is to replace it will in time gain equal favour.

Access to Land and Sea Transport

In order that the rail and other traffic along the Embarcadero serving the piers may neither be interrupted nor interfere with access to the World Trade Centre, a ramp will rise from Market Street to the raised main level of the Centre. Cross traffic will pass below. The availability of rail service along the freeway is an adjunct of importance in permitting the delivery of heavy equipment to the industrial exhibits which are expected to be a major feature.

Another interesting detail is the provision at the waterside of berthing facilities for small craft, both pleasure boats and tenders for large ships. Slips for the ferries, which are a vital link between San Francisco and the Transcontinental railway terminals across the Bay, will be developed alongside the World Trade Centre when the present Ferry Building is removed.

One of the proposed buildings is to be known as an International House for the accommodation of organizations whose objects include the promotion of better international relations in the fields of trade, travel, education and philanthropy. It is contemplated that this building will contain libraries, conference and lecture rooms, dining facilities, as well as offices, and possibly limited provision for the temporary living accommodation of distinguished visitors.

Centre for All Agencies Concerned With Trade

Ultimately it is hoped that banks, consular offices, shipping and transportation companies, import and export agents, customs brokers, maritime trade unions, chambers of commerce, trade organizations, customs and immigration services, and other public and private agencies affecting and affected by international trade will make their headquarters in the new centre.

Nor is the project confined to municipal San Francisco. In the statute creating the governing Authority, provision was made that eight of the directors shall represent the eight counties surrounding San Francisco Bay and including a dozen or more important industrial cities and towns which combine to make up the great trading centre of San Francisco.

Singapore Developing International Air Base

Singapore, July 15, 1949.—(FTS)—Singapore is steadily improving its position as a centre of air transport in southeast Asia. Among recent developments has been the inauguration of a regular semi-weekly service to Sarawak and North Borneo by Malayan Airways with headquarters in Singapore. This company already operates a complete network of internal services and international services to French Indo-China, Thailand and various destinations in Indonesia. Singapore is also to be included in the schedule of two newly established services operating between India and Australia, which are due to start shortly. Landing and control facilities in Singapore have been in course of improvement for some time. They are at present adequate for all normal requirements, but various schemes for improvement which are now under way will eventually offer local and international air services as complete and modern as is available in any of the large air transport centres throughout the world.

New Zealand Tobacco Production Absorbed by Domestic Demand

Acreage increased from 206 in 1924-25 to 4,322 in 1948—Imported leaf, required for blending, mainly supplied by the United Kingdom and Canada—All tobacco grown under contract with manufacturers—Prices fixed by government—Licences required by growers.

By Dr. W. C. Hopper, Commercial Secretary for Canada (Agricultural Specialist)

WELLINGTON.—Tobacco has been grown in New Zealand for many years; it was known and highly prized by the Maoris in the early days of the colonization of the country. In 1889, there were 34 acres of tobacco in the Dominion, but there was practically no expansion in production until 1924-25, when 206 acres were sown. The acreage has increased slowly but fairly steadily since that time to 4,322 acres in 1948. Practically all the tobacco is grown in Waimea County, located on the northern coast of the South Island.

The 1948 production was 4,770,827 pounds, produced by 661 growers. The average area per grower was about 6½ acres, production per acre being about 1,100 pounds of leaf. About 90 per cent of the total production was flue-cured and the remainder air-dried (burley type). It is expected that there will be a small increase in acreage in 1949 and that production will probably exceed 5,000,000 pounds.

It is estimated that the New Zealand tobacco crop supplies 50 to 60 per cent of the total needs of the Dominion's smokers. There are at present no exports of either leaf or manufactured tobacco products from New Zealand.

Imported Leaf Required for Blending

It is generally held that imports of cigarette tobacco are necessary for blending in the manufacture of New Zealand cigarettes in order that they shall be of a flavour which suits the taste of New Zealand smokers. New Zealand tobacco is mild or neutral in flavour. Cigarette consumption in New Zealand is nearly 2,000,000,000 annually.

United Kingdom and Canada Main Sources of Imports

The United Kingdom and Canada provided the largest quantities of imported cigarettes during the calendar year 1947. Only small quantities were received from other countries.

Imports of Cigarettes in 1947

	Lbs.	£N.Z.
United Kingdom	1,805,681	1,053,496
Canada	1,020,158	527,931
Union of South Africa	21,080	9,371
United States	1,235	880
Other countries	64	34
Total	2,848,218	1,591,712

About 92 per cent of the manufactured tobacco imported in 1947 came from the United Kingdom; the United States supplied practically all the unmanufactured tobacco or raw leaf. The customs duty on imports of raw leaf tobacco from the United States and from other countries is 3s. 9d. per pound (about 75 cents Canadian at the current exchange rate).

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Imports of Manufactured and Unmanufactured Tobacco in 1947

	Lbs.	£N.Z.
Manufactured—		
United Kingdom	346,668	178,564
Union of South Africa	19,723	6,902
Canada	9,691	4,352
Other countries	1,006	733
Total	377,088	190,551
Unmanufactured—		
United States	4,619,251	1,063,733
Philippine Islands	22,000	2,559
Cuba	9,810	5,495
Total	4,651,061	1,071,787

All Tobacco Produced under Contract

All the tobacco grown in New Zealand is produced under contract with the four tobacco manufacturing companies. All the seed is grown at the government tobacco research station at Riwaka. The seed is sold to the manufacturing companies, who supply it to plant growers, most of whom produce also plants of other kinds in greenhouses, or it is sold direct to the tobacco growers. It is estimated that 60 to 70 per cent of the young tobacco plants are grown by plant growers or nurserymen.

The seed is sown during July in boxes 18 inches by 12 inches by 3 inches. In six weeks, or about the end of September, the plants are about one inch in height and are ready for putting out into seed beds. For convenience of working, these are approximately 12 feet by 4 feet. By the beginning of November the plants are ready for planting in the fields. The number of plants required for an acre of land is five thousand, but as many as six thousand to the acre may be grown. On the basis of five thousand to the acre, the plants are set two feet apart in the rows, the rows being four feet apart so as to allow sufficient room for working the soil and harvesting operations. With normal weather conditions, the crop is ripe for harvesting in the early part of January.

The tobacco growers who produce their own plants sow the seed directly into seed beds. This practice has been recommended and is growing in importance. It eliminates extra handling of the plants and reduces the danger of infection. Harrisons' Special is the principal variety grown. Tobacco is usually grown year after year on the same land, with regular use of commercial fertilizers. Some growers are specialists who produce nothing but tobacco, while others combine their tobacco growing with other activities such as the growing of hops or other crops, or they may have a flock of sheep or some dairy cattle. Irrigation is resorted to in the production of a small proportion of the New Zealand tobacco crop, but more irrigation is possible, and some new facilities for irrigation are being developed. The rainfall in the production area is about 45 inches per year.

More Than 90 Per Cent Flue-cured

More than 90 per cent of the New Zealand tobacco crop is flue-cured, with combinations of coal, coke and wood as fuel. Some fuel oil is also used, and its use is increasing.

There are government export grades for New Zealand tobacco, but not for tobacco consumed in New Zealand. Grading may be done by the growers in accordance with the standards set by the company to which they have contracted their crops. In other cases, the grading is done by representatives of the buying companies. In every case, however, the final grading on which prices are based is done by the manufacturer. In cases where grading has already been carried out conscientiously by

the grower, this final grading by the manufacturers represents a checking over, with perhaps a regrading here and there. A company takes the whole of a grower's crop and fixes a price for each grade of leaf according to the value of the grade for that particular company's purpose. Thus, what one company can afford to pay for a particular class of leaf may be different from what another company can pay, because the value of any particular lot of leaf to each company may differ according to the purpose for which the leaf would be used.

The leaf is sent to the company's receiving store in the tobacco-growing district, where it is valued, and the grower can learn immediately into what grades his product has been placed and what price he will receive for it. For a five-acre contract, which is regarded as being the smallest economic unit for the construction of a flue, two full-time men, in addition to the grower, are usually necessary, plus additional help at harvesting time. On the basis of prices prevailing in 1942, it was estimated that the minimum capital outlay for a twelve-acre holding of which eight acres would be in tobacco would be about £2,000.

Contract System of Growing Encouraged

The contract system of tobacco growing has been encouraged by a legislation passed in 1935, which is known as the Tobacco-growing Industry Act. All growers must have a licence to produce tobacco and a warrant to sell it. These are obtained from the New Zealand Tobacco Board. A licence is automatically granted for growing tobacco if the grower can satisfy the Board that he has entered into a bona fide contract or arrangement with a company to grow tobacco for sale to that company.

There are four companies in New Zealand manufacturing tobacco and cigarettes. One of these has only a small volume of production. All buyers must have a permit from the Tobacco Board to purchase leaf from growers.

All New Zealand manufacturers must use a certain percentage of New Zealand leaf in the cigarettes and other tobacco products which they manufacture. For the year ended July 31, 1949, this percentage is 32½. This does not necessarily mean that each line manufactured will contain this percentage, but the 32½ per cent applies to the aggregate production of each individual manufacturer.

Prices Fixed by Government

The New Zealand Government, on the recommendation of the Tobacco Board, fixes a minimum and a basic average price each year for New Zealand flue-cured and air-dried tobacco. The basic average price for 1948 was 2s. 5½d. per pound for flue-cured (about 49 cents Canadian) and 2s. 2½d. for air-dried (about 44 cents). No tobacco can be purchased by a company at less than 1s. 2d. per pound (about 23 cents).

The prices which each individual grower receives are determined by the grade of his leaf, such prices being fixed by each manufacturer at the commencement of the buying season on such a basis as it is estimated by him will as nearly as possible average out over all his purchases to the basic average figure. If later on in the season, when manufacturers have completed their purchases, it should be found by any one of them that his average over-all price is less than the basic figure, then such manufacturer is required to make good the discrepancy. The method adopted in such circumstances is for an additional payment to be made to each of the manufacturer's growers in the same proportion as the quantity of leaf supplied by each grower bears to the total quantity of leaf purchased by the manufacturer. Changes in the costs of production are taken into account in fixing the basic average price.

Growers, generally speaking, continue to grow year after year for the same company, and this applies particularly to those growers who grow under contract for the three major concerns. Some growers may be tied to certain companies by reason of advances having been made to them by such companies for the construction of kilns and for supply of seed, fertilizers, etc. Apart from advances for capital expenditure, repayment of which may be spread over several seasons, advances against the current season's crop are, generally speaking, paid out of the proceeds of such crop.

Insurance Fund Established

In 1945, the New Zealand Government recognized that some form of insurance for tobacco growers, particularly against hail, frost and flood, was desirable, and in that year announced the willingness of the government to assist the tobacco-growing industry to establish an insurance fund. In terms of the scheme, which was formulated and recommended by the Tobacco Board, it was intended that government assistance would be by way of a guarantee of any deficiency in the amount of the fund for a period of five years after its establishment. The limit of the government's liability in each of the first five years was to be the difference between the amount of the fund at the beginning of each growing season and £10,000, which was considered to be a reasonable figure to enable the fund to be maintained by the growers themselves.

The government guarantee was granted, subject to the Tobacco Board being willing to set aside £2,500 from its accumulated fund and to increase the levy which it makes on tobacco growers in order to provide a further amount of not less than £1,500 a year to assist in building up the fund. The scheme has been given effect to by regulations under the Tobacco-growing Industry Act, 1935.

For a licence to grow tobacco, the Tobacco Board collects 2s. 6d. (about 50 cents) from growers at the beginning of each season. The grower's warrant to sell tobacco also costs him 2s. 6d.

With a view to ensuring still more effective control of production in relation to demand and consumption, and in order also to improve the quality of the leaf produced, the Board decided some time ago to seek the co-operation of manufacturers, of the New Zealand Tobacco Growers' Federation and of growers generally in ensuring that the quantity contracted for between growers and manufacturers, or between growers and exporters, is not in excess of the kiln capacity of growers. Kiln capacity is regarded by the Board as being, in respect of a standard-size kiln measuring 16 feet by 16 feet, a quantity of flue-cured leaf not in excess of 8,000 pounds, the capacity of kilns of other dimensions being based on this standard. The quantity contracted for means the total of the combined contracts in cases where growers are producing both for local manufacture and for export. In regard to air-dried leaf, the Board has also sought the co-operation of all parties to ensure that the production of each individual grower is not in excess of his capacity to handle his crop efficiently.

The fee for a warrant to purchase tobacco costs the manufacturer 1s. for every thousand pounds, or part of a thousand pounds, of tobacco which he buys. In addition to the fees collected from the granting of licences to grow and warrants to sell and purchase, the Board is also empowered by the Act to make a levy not exceeding one halfpenny a pound on all raw tobacco sold by growers. This levy has been imposed and is the main source of the Board's funds for the development of the industry.

Government Assists Industry

The government has assisted the tobacco industry through the medium of a protective tariff, through import control, by the fixing of a minimum percentage with respect to the utilization of New Zealand leaf and by setting up the Tobacco Board. This Board is composed of four representatives of the growers, four appointed by the manufacturers and one government representative as chairman, with statutory powers and functions. The state has also directly assisted and encouraged the industry in a number of different ways. For example, the Department of Agriculture for a number of years carried out valuable experimental work in the growing of tobacco. More recently a tobacco research station has been established in the producing area by the Department of Scientific and Industrial Research, where seed is produced for tobacco growers and where research work of various kinds, such as studies relating to seed production, the suitability of different varieties and the best methods of harvesting, curing and storing leaf, are under way. The Department of Industries and Commerce has assisted materially in the marketing of New Zealand tobacco. At the Cawthron Institute at Nelson (a privately endowed institution), research with respect to fertilizers, soils, diseases, insects and nutrition as related to tobacco is also being conducted. Fortunately, New Zealand is free from most of the diseases from which the tobacco crop may suffer. The most serious trouble in New Zealand is mosaic.

Retail prices, in New Zealand currency (one shilling equals 20 cents Canadian) of cigarettes from various countries are shown in the following table:

Retail Prices of Cigarettes in New Zealand

Made in New Zealand—	s.	d.	No. in package
Capstan	0	11	10
Players	0	11	10
Craven "A"	1	0	10
Riverhead Gold	0	11	10
Desert Gold	0	11	10
First Lord	2	0	20
De Reszke	0	11	10
Army Club	0	11	10
British—			
Kenilworth	2	4	20
Sun Ripe	0	9	10
Dobies Four Square	1	8	20
Canadian—			
Golden Virginian	1	4	20
Rum and Maple	1	4	20
Parliament	1	4	20
McCaul	1	6	20
South African—			
Cavallah	1	4	20

The excise duty on cigarettes manufactured in New Zealand is 33s. 6d. per thousand when the weight does not exceed 2½ pounds per thousand cigarettes, and 13s. 6d. per pound where the weight exceeds 2½ pounds per thousand. On cigarette papers the excise duty is one halfpenny for 60 cigarette tubes or 60 cigarette papers or the equivalent.

It is estimated that suitable soil and climatic conditions prevail in New Zealand for doubling the present tobacco production. In the principal producing region, however, tobacco competes with hops, fat lambs and dairying, which are profitable farm enterprises at present. Scarcity of skilled labour and of accommodation for them and scarcity of equipment for tobacco curing are further factors limiting increased production. Moreover, as New Zealand tobacco is rather neutral in flavour and imports of leaf are therefore considered necessary for blending, a large increase in production in the near future is not anticipated.

Norwegian Government Develops New Steel Mill in the Far North

Located at Mo, mill to use local ores and hydro power, bringing employment to depressed area—Eventual exportable surplus anticipated—Expect first stage of steelworks operating in 1953—Controversy over problem of producing competitively.

By Shirley G. MacDonald, Commercial Secretary for Canada

OSLO, July 15, 1949.—During the first half of the nineteenth century, iron and steel production, based on Norwegian ores and charcoal, was the most important industry in Norway, not only for domestic requirements, but also for export sales.

With the development and use of newer and cheaper methods of production, such as the blast furnace and the Bessemer process, between 1850 and 1870, nearly all of the thirty blast furnaces in Norway were abandoned. Until 1907, there was no revival in this industry, but with electric power then beginning to come into its own in Norway and new methods of iron smelting, some efforts were made to revive the traditional steel industry.

Norwegian Invention Spurs Steel Development

A company was formed in 1912, but operations proved unsuccessful due to technical imperfections of the furnaces. Further studies on the part of the Government and private enterprise were made in the years during and just after the First World War. But it was not until 1927, with the introduction of a Norwegian invention of the closed electric smelting furnace with continuous electrodes that steel showed signs of again becoming an important factor in Norwegian industry. These furnaces have been installed in a number of European countries, including Norway, and are operating with success. Sizes have been increased to provide up to 200 tons of pig-iron per day, which is the size of furnace chosen for the new steel plant to be erected at Mo, in the county of Rana in the northwest part of Norway.

The main advantage of this furnace was that 50 per cent or more of the amount of coke needed per ton of pig-iron in the blast furnace was replaced by hydro-elcctric power. Furthermore, advantageous use as non-metallurgical coke, chiefly ordinary coke-breeze, could also be made of the residue of coke necessary for reduction. Due to the non-introduction of air, a very high calorific value is obtained from the gas developed in the electric furnace. This is sufficient for normal heating purposes throughout an integrated steelworks with rolling mills.

Steel Committee Plans Industry Expansion

In co-operation with the existing steel industry and the main steel consuming industries, committees were appointed by the Norwegian Government to carry on these developments during the latter thirties, resulting in a positive conclusion in 1939-40. The realization of the project was blocked by the war, but a new committee was set up in 1945 to carry on the work which had been started. Representatives from all industries interested, such as steelworks, shipbuilding yards, mechanical workshops' associations, building contractors, as well as from the Government and trade unions were included in this committee.

Unanimously, it was recommended that a new steelworks should be erected at Mo by the Government to work the local ores by the aid of hydro-electric power. This report was unanimously accepted by the Norwegian Parliament. Consequently, in 1946, a new limited company—A/s Norsk Jernverk—was incorporated. Its object was the erection and operation of a steelworks as proposed by the committee.

Present Production Based on Scrap

The present Norwegian production of rolled steel in other mills amounts to about 60,000 tons a year, and is based on home scrap. This latter is insufficient to meet the demand from the steel industry, iron foundries and the ferro-alloy industry. Consequently, an increased steel production based on scrap is possible only in connection with increased steel consumption. It is believed that the steel industry would absorb any increase necessary and make its own contribution to the total scrap supply.

Such a development, however, would not alter the relation between Norwegian steel production and steel consumption. Inevitably, the import of steel must be considerably increased in the future to allow for a normal industrial progress in the country, with a corresponding increase in export production. The view of the committee, and, subsequently, of the Storting was that there was but one other possibility, namely, the development of an increased steel industry in Norway, based on her own natural resources. These are chiefly to be found in the far northern areas of the country, near Sydvaranger in Finnmark, with its open pit iron ore mines, and at Mo, in Rana.

Mill Would Bring Employment to North

In the far north, a small and scattered population, living along the coast, is engaged mainly in fishing and agriculture. For the latter industry there are slight possibilities due to lack of markets and industrial towns. There are, however, rich mineral and waterpower resources in the area, although these are only slightly exploited. At times, problems of unemployment, in that area are serious, as the fishing season is short, and therefore the utilization of the mineral resources is an important factor in creating full employment throughout the year in the area. Furthermore, the establishment of a new steelworks in this part of the country will, in a measure, fill up the gap of lack of industry in that undeveloped area and create markets for agricultural products and other consumer goods.

An estimated quantity of one thousand million tons of iron ore is available at Dunderland, some sixteen miles distant from the new steelworks' site. The ores are estimated to contain about 33 per cent iron, as a mixture of hematite and magnetite, and will require concentration. New methods for crushing, separation and subsequent agglomeration of ore are being developed, while a new modern concentration plant at Mo is being planned. When erected, this plant will supply the steelworks with all of the high-grade concentrates required for both domestic use and export markets which may be developed. The product is estimated to contain 67-68 per cent of iron and about ·01 per cent phosphorus.

New Hydro Power to be Harnessed

The Dunderland mines have been in operation for a number of years, but obsolete methods and equipment have been used in the past. As a result, despite the two hundred thousand tons of concentrate which could be produced and sold competitively, it was not considered the best of financial risks.

Until the construction of this new concentration plant, it is planned that iron ore will be supplied to the works from other existing mines in northern Norway, particularly Sydvaranger. Adequate quantities and qualities of limestone are as close to the steelworks' site as is the ore. Dolomite is present in the ore strata, and can be extracted by crushing operations. Electric power in a quantity of about 3,300 kw. hours per ton of rolled steel, corresponding to about 100,000 kws. for the planned first stage of the works, is to be utilized. In this same power station, available water is sufficient to produce an additional 200,000 kws, while, with the construction of another station on the same river, a further 100,000 kws. can be made available.

Hydro Power Comparable with Coke

Other sources of power, when constructed and which are within an area of 25 miles of the steel mill site, are expcted to generate upwards of a further 200,000 kws. It is believed that this power can be produced very cheaply, due to excellent natural conditions for regulation. Engineers estimate that economy justification of electric smelting, as compared with ordinary blast furnaces, arises only when the price of 1 kw. hour does not exceed the price of 1/6 kgm. of coke. It has been calculated that a price of 0·7 øre per kw. hour for the first stage of the power station under erection for the steelworks, should provide this same fuel economy as a price of 40 kroner per ton of metallurgical coke. Water for cooling purposes is available in abundance, while transport by an excellent deep water, all-year harbour offers cheap freight rates to the main Norwegian consuming centres on the west and northwest coasts.

Other than coke, which may be used in the proportion of 60 per cent coke-breeze and 40 per cent gas coke and in a quantity of 500 kilos per ton of finished steel produced, all raw materials of vital importance to steel production are in the area. Methods are under consideration for the utilization of coal from Spitzbergen, which would allow for cheaper operation.

Exportable Surplus Anticipated

One of the most important considerations, and one which perhaps is causing the greatest amount of discussion in Norway, is the ability of this plant to market at a profit its obviously large potential production. It is estimated that Norwegian consumption of rolled steel should, in the next two or three years, total about 515,000 tons, of which 450,000 tons will have to be imported. In the years that follow, this consumption, which does not include steel in imported manufactured products such as ships, rolling stock, and buildings, should gradually increase.

The first stage of the steelworks is expected to be operating by the end of 1953, with a production of about 170,000 tons of sections, bars, wire rods, hoops and some finished products. The next stage, for which no erection program so far has been decided upon, calls for a production of a further 170,000 tons of plate and hot rolled strip. Further increases are expected to bring the total production up to 500,000 tons by about 1960.

In the first stage, the new works are expected to cover only about one-third of the estimated import, which means that rolled steel imports after 1953 will remain on the same level as before the war. As the per capita consumption of steel in Norway is less than 150 kilos, the new company anticipates a considerable consumption increase in the years to come, which will be in addition stimulated by an increased and stable supply of steel in the country.

While, in general, plans are chiefly based on the supply of finished steel to the Norwegian market, nevertheless, it is anticipated that certain products would be available for export, particularly in European areas where such products are not produced, or where production has not attained a prewar level.

Preliminary Work Under Way

Up to the present, the work carried out on the site has cost some 20 million kroner, which has been devoted to harbour development, railway construction, electric power and hydro supply, workers' accommodation and necessary provisional buildings, stores and plant for the erection stage. About 500 men are at present engaged on the site, and this number will gradually be increased to 1,000. Most of the plans for the various main and auxiliary departments are at the engineering stage, while orders have been placed for three electric smelting furnaces and for the electrical equipment and transformers required to serve them.

As in time it is expcted that the new town of Mo will have a population of about 15,000, roads, water supply, sewers, houses, hospitals, etc., are being built to accommodate this considerable anticipated influx. Estimates vary as to the total cost of this new steel plant and adjacent operations, but it is estimated that at least an outlay of about 300 to 350 million kroner will be necessary.

New Venture Arouses Controversy

As this is a government project, financing is being so arranged, but in the light of the controversial economic question of whether or not production can be on a competitive basis with the great steel producing industries throughout the world, much opposition is present, particularly on the part of all of the opposition parties of the Storting. As a result, it appears that the development may perhaps be slower than the plans of the company at present provide. At the same time, some caution appears to be evident in the views expressed by the Office of European Economic Co-operation in Paris which, in turn, inevitably affects development programs in this country.

Less Activity in United Kingdom Shipyards

London, July 28, 1949.—(FTS)—There was a decrease of 32,902 tons in the work in hand in United Kingdom shipyards at the end of June, as compared with the figures for the previous quarter. The present total of 2,043,008 tons gross under construction is 200,695 tons less than the tonnage being built at the end of June, 1948, amounting to 2,243,703 tons, and was the highest recorded since December, 1921.

There is a small increase in the tonnage intended for registration abroad or for sale. This figure had risen progressively from about 100,000 tons at the end of March, 1946, to 748,000 tons at the end of December, 1948. A small decrease last quarter has now been followed by a further increase to the present figures of 756,854 tons. This represents 37 per cent of the tonnage being built in the United Kingdom, and includes 317,202 tons for Norway and 111,589 tons for Argentina.

The tonnage of ships under construction abroad at the end of June is 2,403,062 tons gross, which is 123,467 tons more than that recorded at the end of March last. The leading countries are: United States, 594,714 tons; France, 398,474 tons; Holland, 286,262 tons; Sweden, 227,135 tons; Italy, 217,380 tons; and Denmark, 119,870 tons.

Britain Receives Over 80 Per Cent Of Canadian ERP Shipments

From inception of ERP to end of July, 1949, Canada exported commodities valued at $785·4 million, purchased with funds provided by ECA—Of this total, shipments to United Kingdom amounted to $648·8 million—Nineteen countries and territories purchased goods in Canada through ECA.

By Kenneth G. Ramsay, Secretary, ERP Supplies Committee

UP to July 31, 1949, ERP participating countries have been authorized to purchase commodities valued at $785,459,776 in Canada, with funds provided by the Economic Co-operation Administration. This figure, which is cumulative from the inception of ERP in April, 1948, includes $22,840,000, representing purchases made during the month of July. The greater part of July's shipments consisted of lumber and sawmill products, copper, zinc and unspecified non-ferrous metals moving to the United Kingdom.

Total authorizations as of July 31, 1949, amounted to $6,691,573,967, of which $6,113,111,317 was for purchases of commodities, and $578,432,650 for ocean freight. The $785,459,776 allotted to Canada represents 38 per cent of the total off-shore authorizations of $2,075,471,218, and 13 per cent of total authorizations issued.

Authorizations for procurement in Canada issued to the end of July are listed below by country and commodity.

Canadian Authorizations, by Countries

Austria:	
Rye	$ 1,308,960
Rapeseed	475,256
Linseed oil	1,281,255
Linseed cake or meal	200,000
Hides and skins	1,301,400
Leather	76,000
Agricultural equipment, except tractors	97,000
Miscellaneous industrial equipment	49,000
Copper	360,740
Ferro-alloys	295,000
Non-metallic minerals	101,000
Canvas	15,120
Miscellaneous textiles	276,000
Total	$ 5,836,731
Belgium—Luxembourg:	
Wheat	$ 1,298,385
Barley	1,465,000
Hides and skins	50,000
Paper and products	39,000
Aluminum	565,000
Lead	2,736,000
Zinc	604,000
Non-ferrous metals, unspecified	1,544,000
Ferro-alloys	700,000
Non-metallic minerals	225,000
Total	$ 9,226,385
Bizone Germany:	
Miscellaneous fats and oils	$ 1,909,000
Oilcake and meal	632,000
Hides and skins	524,000
Paper and products	6,188,000
Miscellaneous industrial equipment	675,000
Copper	1,196,000
Nickel	1,964,570
Non-ferrous metals, unspecified	182,000
Cobalt	134,600
Ferro-alloys	1,585,600
Asbestos	150,000
Non-metallic minerals	346,000
Total	$15,486,770

China:		
Fertilizer		$ 114,169
Miscellaneous chemicals and products		420,000
Total		$ 534,169
Denmark:		
Barley		$ 2,423,800
Oilcake and meal		119,276
Fish meal		395,261
Agricultural equipment, except tractors	Decr.	552,000
Tractors	Decr.	133,514
Miscellaneous industrial equipment		2,569,792
Aluminum		415,215
Copper		569,000
Lead		144,000
Zinc		300,000
Synthetic rubber		60,000
Ships, complete		1,759,000
Miscellaneous plants and products		130,000
Total		$ 8,199,830
France:		
Flaxseed		$ 2,124,456
Miscellaneous fats and oils		380,000
Linseed cake or meal		166,000
Hog liver		13,740
Miscellaneous livestock, etc.		25,000
Lumber and sawmill products		380,000
Woodpulp		364,500
Paper and products		600,000
Machine tools		95,000
Electrical equipment		10,000
Agricultural machinery		421,000
Trucks		261,000
Tractors	Decr.	110,000
Metal-working machinery		35,000
Miscellaneous industrial equipment		14,138,625
Aluminum		1,420,000
Copper		5,727,900
Lead		474,000
Zinc		3,374,607
Nickel		1,201,000
Non-ferrous metals	Decr.	787,000
Pyrites		188,000
Ferro-alloys		2,002,000
Brass		1,014,850
Asbestos		185,000
Non-metallic minerals		2,972,000
Textile products		1,416,000
Fertilizer		3,140,000
Paraffin wax		119,000
Rubber, synthetic		391,000
Miscellaneous chemicals and products		1,520,000
Miscellaneous plants and products		293,000
Total		$43,615,678
French North Africa:		
Paper and products		$ 27,000
Agricultural machinery		200,000
Trucks		31,000
Miscellaneous industrial equipment		300,000
Copper		255,000
Non-metallic minerals		225,000
Total		$ 1,068,000
French Overseas Territories:		
Fish and products		$ 150,000
Electrical equipment		73,000
Agricultural machinery		125,000
Trucks		195,000
Miscellaneous industrial equipment		244,000
Non-metallic minerals		80,000
Miscellaneous chemicals and products		118,000
Total		$ 985,000
French Zone Germany:		
Hides and skins		$ 60,000
Miscellaneous livestock		3,000
Miscellaneous industrial equipment	Decr.	130,000
Aluminum		236,000

French Zone Germany—*Continued*	
Nickel	$ 145,000
Non-ferrous metals, unspecified	248,000
Ferro-silicon	21,300
Miscellaneous plants and products	27,000
Total	$ 610,300
Greece:	
Hides and skins	$ 270,000
Leather and products	3,000
Lumber and sawmill products	920,000
Paper and products	151,000
Agricultural machinery	165,000
Tractors	130,000
Miscellaneous industrial equipment	200,000
Aluminum	105,000
Non-ferrous metals, unspecified	14,200
Fertilizer	718
Total	$ 1,958,918
Iceland:	
Wheat flour	$ 270,000
Mixed bread grains	122,000
Coarse grains, unspecified	132,000
Paper and products	20,000
Agricultural machinery	7,000
Tractors	14,000
Nitro-fertilizer	275,000
Miscellaneous plants and products	45,000
Total	$ 885,000
Ireland:	
Wheat	$ 2,252,480
Coarse grains, unspecified	98,000
Linseed cake or meal	80,065
Leather	160,000
Lumber and sawmill products	1,979,748
Woodpulp	393,000
Paper and products	2,044,510
Electrical equipment	27,150
Agricultural machinery	293,410
Miscellaneous industrial equipment	1,401,132
Ferro-alloys	Decr. 290,000
Non-metallic minerals	64,410
Miscellaneous textiles	17,935
Miscellaneous chemicals and products	66,580
Fruits and vegetables	174,000
Miscellaneous plants and products	238,580
Total	$ 9,001,000
Italy:	
Fish and products	$ 5,029,000
Lumber and sawmill products	240,000
Agricultural machinery	127,000
Miscellaneous industrial equipment	500,000
Copper	188,800
Nickel	149,000
Total	$ 6,233,800
Netherlands:	
Wheat and grain	$ 6,788,459
Flaxseed	1,373,878
Linseed oil	823,752
Linseed cake or meal	3,635,342
Miscellaneous livestock, etc.	21,000
Pulpwood	826,000
Lumber and sawmill products	598,000
Machine tools	50,000
Electrical equipment	89,000
Agricultural machinery	247,000
Precision instruments	40,000
Tractors	120,000
Metal working machinery	Decr. 80,000
Miscellaneous industrial equipment	640,000
Aluminum	2,235,000
Copper	2,340,000
Lead	1,167,000
Nickel	150,000
Non-ferrous metals, unspecified	320,000
Ferro-alloys	574,000

Brass	$ 50,000
Non-metallic minerals	330,000
Wool fabrics	100,000
Miscellaneous chemicals and products	332,000
Lecithin soya	8,200
Miscellaneous plants and products	164,000
Total	$22,942,631
Norway:	
Wheat	$ 2,385,000
Rye	295,539
Coarse grain, unspecified	570,000
Barley	851,880
Electrode paste	74,500
Lead	25,000
Non-ferrous metals	810,000
Cotton yarn	30,900
Total	$ 5,042,819
Sweden:	
Electrical equipment	$ 22,016
Aluminum	717,000
Miscellaneous non-ferrous metals	15,000
Non-metallic minerals	290,000
Paraffin wax	6,600
Total	$ 1,050,616
Turkey:	
Agricultural machinery	$ 1,923,000
Tractors	2,051,000
Total	$ 3,974,000
United Kingdom:	
Wheat	$246,356,629
Wheat flour	58,126,740
Meat (except bacon)	7,750,000
Bacon	46,800,000
Cheese	10,000,000
Hides and skins	50,000
Leather	900,000
Fish and products	7,150,000
Lumber and sawmill products	40,379,000
Woodpulp	22,700,000
Paper and products	27,190,000
Textile machinery	459,000
Electrical equipment	151,000
Agricultural machinery	3,100,000
Trucks	623,000
Metal working machinery	128,000
Miscellaneous industrial equipment	1,137,000
Aluminum	50,265,000
Copper	51,104,760
Lead	23,691,000
Zinc	24,707,000
Non-ferrous metals, unspecified	6,392,000
Ferro-alloys	12,826,000
Asbestos	2,000,000
Non-metallic minerals	2,433,000
Miscellaneous chemicals and products	2,280,000
Fruits and vegetables	109,000
Total	$648,808,129
Grand total	$785,459,776

Canadian Authorizations, by Commodities

Bread grains:	
Wheat	$255,719,788
Rye	2,441,488
Flour	58,396,740
Mixed	122,000
Total	$316,680,016
Coarse grains:	
Coarse grains, unspecified	$ 1,969,120
Barley	6,247,736
Flaxseed	5,801,534
Rapeseed and meal	522,756
Total	$ 14,541,146

Fats and oils:	
Linseed oil	$ 2,105,007
Miscellaneous fats and oils	2,289,000
Total	$ 4,394,007
Oilcake and meal:	
Linseed cake or meal	743,300
Oilcake and meal	1,738,683
Fish meal	395,261
Total	$ 2,877,244
Livestock, animal products:	
Meat (excluding bacon)	$ 7,750,000
Bacon	46,800,000
Hog liver	13,740
Cheese	10,000,000
Hides and skins	2,255,400
Leather	1,139,000
Miscellaneous livestock, etc.	49,000
Total	$ 68,007,140
Fish:	
Fish and products	$ 12,329,000
Wood and wood products:	
Pulpwood	$ 826,000
Lumber and sawmill products	44,496,748
Woodpulp	23,064,500
Paper and products	36,712,510
Total	$105,099,758
Industrial equipment, including spare parts:	
Machine tools	$ 182,900
Textile machinery	499,125
Electrical equipment	390,666
Electrode paste	74,500
Agricultural machinery	10,882,102
Precision instruments	69,200
Trucks	1,191,700
Tractors	3,433,986
Metal working machinery	176,000
Aircraft and parts	5,600
Miscellaneous	15,210,332
Total	$ 32,116,111
Metals, minerals and alloys:	
Aluminum	$ 55,958,215
Copper	61,742,200
Lead	28,485,000
Zinc	28,985,607
Nickel	3,668,570
Non-ferrous metals, unspecified	8,490,200
Cobalt	134,600
Pyrites	188,000
Ferro-alloys	17,692,600
Brass	1,064,850
Asbestos	2,335,000
Ferro-silicon	21,300
Non-metallic minerals	7,096,410
Total	$215,862,552
Textiles:	
Wool fabrics	$ 100,000
Cotton yarn	30,900
Canvas	15,120
Miscellaneous	1,709,935
Total	$ 1,855,955
Chemicals and products:	
Fertilizer	$ 3,949,887
Paraffin wax	125,600
Rubber (synthetic)	451,000
Miscellaneous	4,316,580
Total	$ 8,843,067
Marine equipment:	
Ships, complete	$ 1,759,000
Barge parts	58,000
Total	$ 1,817,000

Plants and products:	
Fruits and vegetables	$ 283,000
Lecithin (soya)	8,200
Dried peas	98,000
Miscellaneous	647,580
Total	$ 1,036,780
Grand total	$785,459,776

India's Exports to and Imports From Canada Lower in Value

In fiscal year 1948-49, Canada ranked eighth among purchasers of India's products and tenth as a supplier to that country—Total value of both exports and imports higher, but Canada's share both lower—Adverse trade balance with all countries much higher than in fiscal year 1947-48.

By Richard Grew, Commercial Secretary for Canada

(One rupee equals 30 cents Canadian)

NEW DELHI, July 14, 1949.—Canada is eighth on the list of countries to which India sold goods during the twelve months ending last March, and tenth on the list of countries from which she purchased her foreign requirements. The value of both imports and exports was lower than in the preceding year. Great Britain was the principal source of supply and the main market, followed by the United States. Pakistan and Australia follow next in line.

Indian Exports, by Principal Countries

	1947-48 Rupees	1948-49 Rupees
Total, all countries	3,953,076,729	4,155,319,439
United Kingdom	1,057,418,953	976,692,526
United States	791,313,122	700,311,723
Pakistan	16,676,479	442,337,846
Australia	242,915,267	205,796,550
Argentina	109,193,083	165,974,676
Ceylon	115,527,854	119,370,372
Burma	119,311,249	99,669,145
CANADA	115,040,978	83,782,413
France	103,871,393	72,950,524
Netherlands	58,281,639	72,454,606
Egypt	54,798,963	66,978,556
Italy	50,318,838	64,658,939
Belgium	106,275,966	58,487,334
Japan	771,157	45,861,886
Kenya Colony	35,162,401	35,784,888
Iran	34,775,064	30,587,064

As indicated in the foregoing table, India's export trade to the United Kingdom, United States, Australia, Burma, Canada, France, Belgium and Iran, has to some extent decreased during 1948-49 as compared with the previous corresponding period. Last year's figures for Pakistan show a substantial increase over the previous year's because the 1947-48 statistics only cover the period from August 15 to March 31, after the partition of the country into two separate Dominions had taken place and when the unsettled conditions brought trade virtually to a standstill. The rise in the export trade with Japan is due to the reopening of commercial relations with that country in May, 1948.

Indian Imports, by Principal Countries

	Rupees 1947-48	Rupees 1948-49
Total, all countries	3,986,191,898	5,179,976,039
United Kingdom	1,202,372,000	1,521,303,940
United States	1,208,017,563	1,042,371,659
Egypt	204,079,079	318,949,199
Pakistan	10,089,124	223,721,198
Australia	86,805,961	209,309,401
Iran	224,698,654	200,874,070
Burma	111,836,294	187,691,203
Italy	73,983,783	182,350,251
Kenya Colony	93,330,096	107,967,651
CANADA	90,046,548	79,079,810
Argentina	7,421,036	66,023,818
Ceylon	28,024,018	26,095,304
France	34,788,942	28,884,830
Netherlands	29,765,823	54,443,307
Belgium	53,584,921	71,518,574
Japan	611,789	63,694,793

The foregoing table indicates substantial increases in imports from several countries for 1948 over the figures for the preceding year, notably Australia, Argentina and Italy, mainly as a result of trade agreements. Imports from Japan increased during the past year, due to that country's ability to supply certain essential capital equipment and textiles to India at competitive prices. Value of imports from Pakistan has become normal with the re-establishment of satisfactory commercial and political relations between the two Dominions. Incidentally, a comparison of the import-export figures for the two periods might lead to the conclusion that India now has a favourable balance of trade with Pakistan; but most of the trade between the two countries is carried overland and, although official figures for the land route are not yet available, preliminary bank returns indicate that India's adverse trade balance with Pakistan amounts to about Rs.350,000,000.

A comparison of the two tables shows that India has adverse trade balances with all the countries listed, except Argentina, Ceylon, Canada, France and the Netherlands. The total volume of trade with all countries is shown below:

Comparative Figures of Total Trade

	Commonwealth countries	Foreign countries	Grand total
Total imports, 1947-48	1,835,755,708	2,150,436,180	3,986,191,898
Total exports, 1947-48	2,026,259,374	1,926,817,355	3,953,076,729
		Adverse balance:	33,115,169
Total imports, 1948-49	2,457,766,310	2,722,209,729	5,179,976,039
Total exports, 1948-49	2,144,731,409	2,010,588,030	4,155,319,439
		Adverse balance:	1,024,656,600

It will be noted that India's adverse balance of trade is much more pronounced for 1948-49 than for the previous year. Until February last, an adverse balance of about Rs.723,300,000 had been accumulated for the eleven months since the beginning of the financial year 1948-49, but in March, due to the adoption as an anti-inflationary measure of a liberalization policy with regard to imports from soft-currency areas, export values fell short of imports by about Rs.228,500,000.

Principal Imports into India

	1947-48	1948-49
	Rupees	
Machinery of all kinds	591,370,628	808,696,926
Grain, pulse and flour	229,572,759	665,146,538
Cotton, raw and waste	311,978,860	642,315,204
Oils: vegetable, animal and mineral	369,727,641	376,570,297
Vehicles (excluding locomotives, etc., for railways)	266,432,687	326,778,413

	1947-48	1948-49
	Rupees	
Chemicals, drugs and medicines	200,384,035	288,945,330
Metals (excluding iron and steel) and manufactures thereof	134,861,878	210,821,057
Cutlery, hardware, etc. (excluding electrical goods)	218,269,777	164,425,851
Paper, pasteboard and stationery	142,115,900	150,753,576
Iron and steel and manufactures thereof	95,403,624	118,895,691
Electrical goods and apparatus (other than machinery)	97,219,287	113,990,796

During 1948-49 manufactures accounted for the bulk of imports, amounting to 59 per cent of the total, while food and raw materials represented 17 and 24 per cent, respectively. In the case of manufactures, Rs.810,000,000, or 27·4 per cent, represented the import value of capital machinery, mainly from the United Kingdom and the United States. In this group also are included dyes and colours, instruments and apparatus, iron, steel and non-ferrous goods and chemicals, amounting to another 27·4 per cent; while further essential imports, such as drugs and medicines, paper, cloth and yarn and transport vehicles were valued at Rs.890,000,000 or 29·6 per cent of the total value. All the essential imports in the "manufactures" group together accounted for Rs.2,510,000,000, or 84·4 per cent of the total value, leaving 12 to 15 per cent to cover some articles termed "conventional necessities" and only 2 per cent for luxury goods.

Of the raw materials, those required directly for industrial development, such as raw cotton, raw jute, raw wool, raw silk, wood-pulp, iron and steel and hides and skins, accounted for Rs.740,000,000, or 58·3 per cent of the total value for the group. Mineral oils accounted for Rs.353,000,000 or 27·7 per cent of the value of imports in the "raw materials" category.

Values of certain important commodities which were exported from India by sea during the past two years are shown in the table below:

Principal Exports from India

	1947-48	1948-49
	Rupees	Rupees
Jute yarns and manufactures	1,278,209,589	1,463,145,376
Tea	549,014,784	636,871,247
Jute, raw and waste	258,316,535	238,932,976
Cotton, raw and waste	396,793,798	191,484,492
Cotton yarns and manufactures	205,177,496	398,474,596
Dressed hides and skins, and leather	144,803,379	126,891,837
Oils: vegetable, mineral and animal	123,022,917	113,431,810
Gums, resins and lac	98,395,754	94,592,060
Hides and skins, raw and undressed	74,748,078	55,930,161

From the foregoing table it will be noted that there has been a decrease in the volume of trade in all these important commodities during the financial year 1948-49, except cotton and jute yarns and their manufactures and tea, which have shown slight increases, although it is probable that the increase has been not so much in volume as in value.

Britain and Denmark Conclude Egg Agreement

London, July 11, 1949.—(FTS)—Great Britain and Denmark have concluded an agreement, under which Denmark will ship 85 per cent of her exportable surplus of eggs to the United Kingdom between October, 1949, and September, 1950. Prices have been fixed for the four seasons, the average price over the whole year depending on the quantities shipped. It is expected that the number of eggs shipped in 1949-50 will be larger than for the current year. Board of Trade returns indicate that 44,340,000 dozen eggs were imported by Great Britain from Denmark between October, 1948, and April, 1949.

Canadian Exports, by Commodities

Commodity	June			January—June		
	1938	1948	1949	1938	1948	1949
MAIN GROUPS	(Millions of Dollars)					
Agricultural, Vegetable Products	14.7	47.5	69.1	74.9	275.6	363.4
Animals and Animal Products	8.6	28.0	27.2	54.2	197.0	137.5
Fibres, Textiles and Products	1.5	2.5	.7	6.4	21.0	15.5
Wood, Wood Products and Paper	17.4	77.5	70.7	94.6	453.3	408.2
Iron and Products	6.2	22.5	25.5	34.4	132.3	154.6
Non-Ferrous Metals and Products	11.8	26.4	35.9	89.7	190.1	217.2
Non-Metallic Minerals, Products	2.3	7.8	4.3	11.3	41.4	29.1
Chemicals and Allied Products	1.7	5.6	4.4	10.7	41.2	38.9
Miscellaneous Commodities	1.8	13.7	15.4	11.0	48.2	60.0
TOTAL DOMESTIC EXPORTS	65.9	233.5	255.1	387.1	1,400.1	1,424.6
	(Thousands of Dollars)					
Agricultural, Vegetable Products:						
Fruits	286	329	330	3,540	1,594	3,802
Vegetables	477	388	388	1,655	3,851	2,372
Wheat	7,662	17,177	45,638	30,493	97,114	201,345
Grains, other	1,619	5,289	3,576	5,112	23,726	19,282
Flour of wheat	1,562	9,708	6,884	9,265	63,895	50,058
Farinaceous products, other	763	2,404	966	5,106	12,879	6,479
Sugar and products	183	1,082	1,165	893	3,049	3,361
Alcoholic beverages	762	1,736	3,009	4,931	12,446	16,953
Vegetable fats and oils	10	1,533	2,266	55	7,160	8,751
Rubber and products	1,121	2,770	2,130	6,715	16,175	13,567
Seeds	15	3,259	1,888	1,115	19,070	24,605
Tobacco	59	170	147	4,775	5,932	6,387
Vegetable products, other	220	1,702	707	1,228	8,683	6,474
TOTAL	14,739	47,546	69,095	74,884	275,574	363,436
Animals and Animal Products:						
Cattle	669	3,293	7,250	4,173	12,486	23,257
Other animals, living	97	1,436	282	779	5,476	3,596
Fish and fishery products	2,293	5,996	7,020	11,588	41,578	36,597
Furs and products	449	2,467	1,510	8,605	15,260	13,784
Leather and products	363	860	602	2,383	7,711	3,664
Bacon and hams	2,380	5,675	800	16,900	53,466	9,592
Meats, other	447	1,485	2,697	2,385	21,472	16,472
Cheese	814	34	2,547	1,918	1,694	3,873
Milk products, other	493	2,049	1,067	1,752	5,659	5,974
Eggs, shell and processed	42	2,521	1,416	126	20,374	8,504
Animal products, other	533	2,198	2,002	3,566	11,847	12,231
TOTAL	8,579	28,014	27,194	54,176	197,024	137,543
Fibres, Textiles and Products:						
Cotton products	251	716	723	1,323	4,564	3,326
Flax, hemp and jute products	9	173	179	56	987	1,001
Wool and products	69	626	266	542	3,087	2,248
Artificial silk and products	192	678	194	1,045	4,478	1,022
Textile products, other	978	2,266	1,323	3,416	7,885	7,911
TOTAL	1,499	4,459	2,686	6,382	21,002	15,507
Wood, Wood Products and Paper:						
Planks and boards	3,527	15,472	12,160	15,958	94,088	67,909
Pulpwood	1,784	3,870	2,996	4,229	16,707	14,697
Unmanufactured wood, other	1,092	5,814	3,718	7,803	36,636	22,129
Wood pulp	1,672	17,889	13,727	13,395	104,616	87,696
Manufactured wood, other	206	625	503	1,552	3,701	2,955
Newsprint paper	8,442	30,513	35,633	47,024	178,156	200,677
Paper, other	574	2,915	1,769	4,227	17,048	10,650
Books and printed matter	105	423	179	454	2,382	1,475
TOTAL	17,402	77,522	70,683	94,640	453,334	408,186

NOTE.—Throughout this bulletin, totals represent unrounded figures, hence may vary slightly from rounded amounts.

Canadian Exports, by Commodities—Concluded

Commodity	June			January—June		
	1938	1948	1949	1938	1948	1949
	(Thousands of Dollars)					
Iron and Products:						
Iron ore	.....	678	1,435	.....	1,172	2,616
Ferro-alloys	59	1,968	1,456	614	12,516	12,794
Pigs, ingots, blooms, billets	218	391	34	2,000	1,465	1,784
Rolling mill products	639	2,296	1,379	1,739	10,468	7,289
Locomotives and parts	.....	.....	54	236	3,006	8,324
Farm machinery and implements	1,148	5,798	9,948	5,279	36,080	61,292
Hardware and cutlery	172	513	451	962	2,715	2,376
Machinery (except farm)	938	2,765	3,493	5,355	20 365	16,972
Automobiles, freight	550	2,256	1,017	4,355	9,320	4,762
Automobiles, passenger	1,676	981	962	9,161	8,542	7,588
Automobile parts	223	940	1,118	1,717	8,374	5,403
Railway cars and parts	1	580	1,868	12	1,776	10,342
Iron products, other	558	3,349	2,326	2,942	16,463	13,082
TOTAL	6,182	22,516	25,541	34,373	132,262	154,624
Non-Ferrous Metals and Products:						
Aluminium and products	2,595	7,568	8,258	11,559	52,910	43,071
Brass and products	83	282	2,227	494	2,641	3,463
Copper and products	3,828	5,059	6,314	25,203	37,916	42,410
Lead and products	431	1,283	3,051	4,196	13,111	22,261
Nickel	2,090	4,946	6,350	26,506	37,889	48,918
Precious metals, except gold	1,662	1,643	3,811	12,648	12,361	15,009
Zinc and products	527	2,955	3,792	5,423	16,877	29,275
Electrical apparatus, n.o.p.	401	1,459	1,003	2,191	9,172	6,530
Non-ferrous, products, other	205	1,162	1,061	1,445	7,260	6,306
TOTAL	11,822	26,356	35,867	89,666	190,138	217,243
Non-Metallic Minerals, Products:						
Asbestos and products	1,242	3,691	1,468	5,619	19,372	9,510
Coal	124	499	258	734	4,156	1,709
Petroleum and products	123	641	21	272	3,720	1,591
Abrasives, artificial, crude	280	1,272	988	2,318	6,415	6,790
Non-metallic products, other	484	1,656	1,522	2,324	7,739	9,538
TOTAL	2,253	7,759	4,257	11,267	41,402	29,138
Chemicals and Allied Products:						
Acids	119	559	272	637	2,979	1,579
Medicinal preparations	115	169	145	708	1,834	993
Fertilizers	525	1,584	2,032	4.818	18,252	22,440
Paints and varnishes	72	455	362	451	3,130	2,012
Calcium compounds	42	269	247	255	1,446	1,231
Soda and sodium compounds	369	523	305	2,036	2.428	2,015
Chemical products, other	414	2,066	1,016	1,802	11,129	8,642
TOTAL	1,654	5,625	4,379	10,707	41,198	38,911
Miscellaneous Commodities:						
Toys and sporting goods	62	226	41	145	756	215
Films	464	386	377	2,231	2,100	1,887
Ships and vessels	3	8,794	8,949	188	18,728	25,177
Aircraft and parts	75	1,182	2,540	2.494	7,441	6,654
Electrical energy	438	387	488	2,060	2,240	2,733
Miscellaneous consumer goods	156	538	382	949	3,199	2,659
Miscellaneous	412	503	707	1,807	4,225	10,573
Donations and gifts	.....	398	807	.....	4,209	4,957
Non-commercial articles	204	1,266	1,074	1,080	5,288	5,173
TOTAL	1,814	13,680	15,364	10,954	48,185	60,028

CANADA PRODUCES

Illustrated brochure, prepared for distribution at the British Industries Fair, in 1949, is obtainable for 25 cents a copy from the King's Printer, Government Printing Bureau, Ottawa.

Anglo-Indian Sterling Balances Revised by Recent Agreement

Sterling funds made available for current purchases during next two years increased from £40 million to £50 million a year, while additional £50 million to be released during first year if required—Agreement has no bearing on hard-currency funds.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, August 5, 1949.—A new financial agreement between the United Kingdom and India, supplementing that of a year ago, has been announced in London. The new arrangements provide that the normal limit of sterling releases from the Number 2 Account (sterling which cannot be used in settlement of current payments) to the Number 1 Account (sterling which can be freely used for current purchases) shall be £50 million a year for the two years ending June 30, 1950, and June 30, 1951. For the year ending June 30, 1950, additional releases up to £50 million may be made if they prove to be necessary.

Last year's agreement envisaged that during the year 1948-49, India would need no releases of sterling from the Number 2 Account, and that during the years 1949-50 and 1950-51 she would be able to draw up to £40 million each year. However, India's liberal import policy towards sterling and soft-currency countries resulted in heavier calls on her available sterling than was foreseen. Subsequently it proved necessary for India to draw £81 million.

The Indian Government took action earlier this year to ensure that imports should, as soon as possible, be reduced to a lower level. Both governments recognized, however, that transition on a lower level, including the liquidation of outstanding commitments, cannot be achieved rapidly without serious dislocation of trade. It has, therefore, been agreed that for the remaining two years of the original agreement, India's deficit with all countries should be no larger than is consistent with an annual release of £50 million, but that, to allow for an orderly adjustment of the position, the additional releases would be available during 1949-50.

Does Not Deal With Hard-Currency Funds

The new agreement does not renew the arrangement concluded last year by which India agreed to limit her net drawing on the central sterling area reserves for expenditure in "hard-currency" countries. It has been agreed that, when the Indian Government has completed its deliberations on the steps recommended at the recent Commonwealth Finance Minister's meeting to check the heavy drain on the central reserve, the need for further consultations on means of meeting India's requirements of "hard currency" can be reconsidered.

Radio Exhibition to be Held in London

The second postwar British National Radio Exhibition is to be held at Olympia, London, from September 28 to October 8. On display will be the latest types of radio, radar and television equipment produced in the United Kingdom. A descriptive booklet, "British Radio for the World" may be obtained from the Canadian office of the Federation of British Industries, 56 Sparks Street, Ottawa.

New Markets For Canadian Goods Sought by Trade Commissioners

Canadian Government Trade Commissioner Service has been expanding since end of war, to help find new markets for exporters—Office in Turkey opened recently, and trade commissioners attached to Consulates in Boston and Detroit—Manila and Madrid offices to be opened shortly.

SINCE the war, Canada's trade commissioner service has steadily expanded, until today there are ninety senior officers and assistants working abroad from offices located in some forty countries, according to a statement issued by Rt. Hon. C. D. Howe. This expansion has permitted a more intensive examination of some of the smaller and lesser-known markets, with a view to finding new customers for the products offered by Canadian exporters.

Examples of these intensified efforts in new or smaller markets were the opening recently of a trade office in Istanbul, Turkey; regular visits to Iran by the trade commissioner in Pakistan, and similar visits by other officers located in main trading centres to the more remote parts of their territories with a view to stimulating business with Canada. Coming closer home, Mr. Howe referred to the assignment of trade officers to be attached to the Canadian Consulates at Boston and Detroit, in order to improve the services offered to Canadian businessmen seeking outlets for their products in those parts of the United States.

Maurice Bélanger

To open Madrid office

Two New Offices to be Opened

As recently announced, Frederick Palmer, former Commercial Counsellor at Stockholm, Sweden, will open a new office this year in Manila, Philippine Islands. Mr. Maurice Belanger will also be transferred shortly from his post as Commercial Secretary in Rio de Janeiro, Brazil, to open a new office in Madrid, Spain. The Philippine market was formerly covered from the office in Hong Kong, and Spain from the office in Lisbon, Portugal. In both cases it is hoped that the more intensive efforts of resident trade commissioners will produce increased results.

Similar redeployment of Canada's trade officials abroad is being studied in order that the Foreign Trade Service may continue to render practical assistance to Canadian businessmen in their search for markets.

Frederick Palmer

To open Manila office

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Galt—Board of Trade.
Goderich—Board of Trade.
Granby—Chamber of Commerce.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kingston—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Moncton—Board of Trade.
Montreal—Montreal Board of Trade.
Niagara Falls—Chamber of Commerce
Pembroke—Chamber of Commerce.
Quebec City—Board of Trade.
Regina—Chamber of Commerce.
Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
Saskatoon—Board of Trade.
Sherbrooke—Chamber of Commerce.
St. Catharines—Chamber of Commerce.
St. John's—Department of Trade and Commerce, Stott Building.
Stratford—Board of Trade.
Toronto—Canadian Manufacturers' Association.
Vancouver—Department of Trade and Commerce, 355 Burrard Street.
Victoria—Department of Trade and Industry.
Welland—Board of Trade.
Windsor—Chamber of Commerce.
Winnipeg—Canadian Manufacturers' Association.
Woodstock—Board of Trade.

C. M. CROFT, Commercial Counsellor for Canada in Sydney, Australia, has returned home on leave, and is now touring Canada, visiting businessmen interested in trading with Australia.

Montreal—August 10-23.
Sackville, N.B.—August 24.
Halifax—August 25.
Saint John—August 30.
Toronto—September 2-16.
St. Catharines, Welland—September 19-20.
London—September 23-24.
Windsor—September 26-27.
Toronto—September 28.
Ottawa—September 29-30.
Winnipeg—October 3-4.
Vancouver, Victoria—October 7-20.

L. S. GLASS, Canadian Government Trade Commissioner in Lisbon, Portugal, has returned home on leave, and is touring Canada, discussing with businessmen in many of the leading centres trade conditions in Portugal, Spain and other areas in his territory, such as the Azores, Madeira, Spanish Morocco, the Canary Islands and Gibraltar.

Toronto—October 3-15.
Hamilton—October 17.
Niagara Falls—October 18.
St. Catharines; Welland—October 19.
Brantford—October 20.
Kitchener—October 21.
Montreal—October 24-November 8.
Ottawa—November 10.

PAUL V. McLANE, Commercial Secretary for Canada in New Zealand, has completed his tour of Eastern Canada. After the termination of his leave in November, he will tour Western Canada, visiting businessmen interested in doing business with New Zealand, Fiji and Western Samoa.

FREDERICK H. PALMER, who has returned from Stockholm, Sweden, where he was Commercial Counsellor for Canada and Charge d'Affaires at the Canadian Legation, is now on tour in this country, prior to his departure next November for Manila, in the Philippine Islands, to open a new office for the Canadian Trade Commissioner Service.

Montreal—August 18-27.
Kingston—August 29.
Batawa—August 30.
Hamilton—August 31-September 1.
Brantford—September 2.
Kitchener—September 16-17.
London—September 19.
Windsor—September 20-21.
Welland, St. Catharines—September 22.
Toronto—September 23-October 5.
Ottawa—October 6-8.
Winnipeg—October 10-11.
Edmonton—October 13.
Vancouver, Victoria—October 18-29.

HOWARD W. RICHARDSON, Canadian Government Trade Commissioner in Bogotá, Colombia, has returned home on leave. He is making a tour of Canada, discussing trade conditions in Colombia, Panama and the Canal Zone with businessmen interested in that territory. Mr. Richardson will be completing his tour of Western Canada and Western Ontario during September. Exact details will be published at a later date.

C. J. VAN TIGHEM, Commercial Secretary for Canada in Lima, Peru, has returned home on leave and is touring Canada, discussing with businessmen the further development of trade with Peru and Ecuador. On conclusion of his stay in Canada, Mr. Van Tighem will proceed to São Paulo, Brazil, as Canadian Government Trade Commissioner, succeeding Mr. J. C. Depocas in that post.

Calgary—September 15.
Vancouver, Victoria—September 19-24.
Winnipeg—October 18.
Windsor—October 22.
London—October 24.
Goderich, Kincardine—October 25.
Kitchener, Waterloo—October 26.
Elora, Fergus—October 27.
Galt—October 28.
Stratford—October 29.
Brantford—October 31.
Woodstock—November 2.
Hamilton—November 3-4.
Niagara Falls—November 5.
St. Catharines—November 7.
Welland—November 8.
Toronto—November 9-19.
Batawa, Deseronto—November 21.
Kingston, Brockville—November 22.
Ottawa—November 22-23.
Pembroke, Douglas—November 24.
New York City—November 27.

Israel Territory Transferred to Athens Office

Firms interested in the further development of trade with Israel should communicate in future with the Commercial Secretary for Canada, in Athens, Greece, to whose office has been transferred responsibility for that territory. The office in Cairo, Egypt, was formerly responsible for the development of trade with Palestine.

Direct Parcel Post Service Resumed to Norway

Direct parcel post service from Canada to Norway has been resumed and parcels for this destination may now be despatched by direct steamship as well as via the United Kingdom. Parcels for Norway intended for despatch by the direct route should be prepaid at the rate of forty cents for one pound, up to $3.00 for parcels weighing between 15 and 20 pounds. Parcels may be insured.

While the direct parcel post service to Norway is less costly than via the United Kingdom, it should be borne in mind by mailers that sailings are irregular and cannot be depended upon to depart on any regular schedule, or on a frequency greater than monthly.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings is furnished by the steamship companies and agents concerned. This is the latest available, and is subject to change after *Foreign Trade* has gone to press.

The loading date and name of ship are not indicated in some instances, as information available is not sufficiently definite to mention the ship concerned. Exporters should seek further details from the operator or agent mentioned.

Ships loading within ten days of the publication date of this issue are not included.

DEPARTURES FROM MONTREAL

* Calls at Quebec. † Calls at Halifax several days later.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden—			
Port Aden	September 15–20	*Mentor*	Cunard Donaldson
Africa-West—			
Las Palmas, Dakar, Bathurst, Freetown, Monrovia, Cape Palmas, Takoradi, Accra, Lagos, Apapa, Port Harcourt, Douala, Pointe Noire	September 7–12	*Chandler*	Elder Dempster
Africa-South and East—			
Cape Town, Port Elizabeth, East London, Durban, Lourenço Marques, Beira, Mombassa	September 22	*Thorsisle*	Kerr Steamships
Cape Town, Port Elizabeth	August 31	*Lancero*	Shipping Limited
East London, Durban, Lourenco Marques	September 15–20	*Catrine*	Shipping Limited
Australia—			
Brisbane, Sydney, Melbourne, Adelaide	Aug. 29–Sept. 1	*Port Pirie*	Montreal Australia New Zealand Line
British Honduras—			
Belize	September 8–9	*†*Songa*	Saguenay Terminals

DEPARTURES FROM MONTREAL—Continued

Destination	Loading Date	Vessel	Operator or Agent
Belgium—			
Antwerp	Aug. 29–Sept. 3	*Brush*	Swedish American
	September 5–10	*Beaconsfield*	Cunard Donaldson
	September 6–14	*Mont Gaspe*	Montreal Shipping
	September 7–13	*Tunaholm*	Swedish American
	September 8	*Prins Willem III*	Shipping Limited
	September 9	*Prins Johann Willem Friso*	Shipping Limited
	September 19	*Prins Maurits*	Shipping Limited
	September 22–26	*Rouen*	Furness Withy
	September 27	*Prins Willem Van Oranje*	Shipping Limited
	October 1–6	*Beckenham*	Cunard Donaldson
	October 6–10	*Erland*	Swedish American
	October 14–20	*Saint Malo*	Furness Withy
Canal Zone—			
Cristobal	September 8–9	*†*Songa*	Saguenay Terminals
Colombia—			
Barranquilla	September 8–9	*†*Songa*	Saguenay Terminals
Barranquilla	September 15–21	*†*Vigor*	Swedish American
Cuba—			
Havana	September 8–9	*†*Songa*	Saguenay Terminals
	September 13–17	*Eika*	Federal Commerce
	September 14–19	†*Stegeholm*	Swedish American
Santiago	September 16–17	*†*Askepot*	Saguenay Terminals
Denmark—			
Copenhagen	Aug. 29–Sept. 3	*Brush*	Swedish American
	September 7–13	*Tunaholm*	Swedish American
	October 6–11	*Erland*	Swedish American
Dominican Republic—			
Ciudad Trujillo	Aug. 31–Sept. 1	*†*Congo*	Saguenay Terminals
	September 16–17	*†*Askepot*	Saguenay Terminals
Egypt—			
Alexandria, Port Said, Suez	September 15–20	*Mentor*	Cunard Donaldson
Finland—			
Helsinki	Aug. 29–Sept. 3	*Brush*	Swedish American
	September 7–13	*Tunaholm*	Swedish American
	October 6–10	*Erland*	Swedish American
France—			
Le Havre	Aug. 29–Sept. 3	*Brush*	Swedish American
	September 5–10	*Beaconsfield*	Cunard Donaldson
	September 7–13	*Tunaholm*	Swedish American
	September 8	*Prins Willem III*	Shipping Limited
	September 9	*Prins Johann Willem Friso*	Shipping Limited
	September 19	*Prins Maurits*	Shipping Limited
	September 22–26	*Rouen*	Furness Withy
	September 27	*Prins Willem Van Oranje*	Shipping Limited
	October 1–6	*Beckenham*	Cunard Donaldson
	October 6–10	*Erland*	Swedish American
	October 14–20	*Saint Malo*	Furness Withy
French Indo-China—			
Saigon	Aug. 30–Sept.4	*Steel Admiral*	Isthmian Steamships
Germany—			
Hamburg	Aug. 29–Sept. 3	*Brush*	Swedish American
	September 5–10	*Beaconsfield*	Cunard Donaldson
	September 6–14	*Mont Gaspe*	Montreal Shipping
	September 7–13	*Tunaholm*	Swedish American
	September 9	*Prins Johann Willem Friso*	Shipping Limited
	September 19	*Prins Maurits*	Shipping Limited
	September 27	*Prins Willem Van Oranje*	Shipping Limited
	Late September	*Rouen*	Furness Withy
	October 1–6	*Beckenham*	Cunard Donaldson
	October 6–10	*Erland*	Swedish American

Destination	Loading Date	Vessel	Operator or Agent
Guatemala—			
Puerto Barrios	September 8–9	*†*Songa*	Saguenay Terminals
Haiti—			
Port au Prince	Aug. 31–Sept. 1	*†*Congo*	Saguenay Terminals
	September 16–17	*†*Askepot*	Saguenay Terminals
Hong Kong	Aug. 30–Sept. 4	*Steel Admiral*	Isthmian Steamships
India and Pakistan—			
Karachi, Bombay, Calcutta, Madras, Cochin	September 15–20	*City of Glasgow*	McLean Kennedy
Indonesia—			
Batavia, Belawan-Deli	Aug. 30–Sept. 4	*Steel Admiral*	Isthmian Steamships
Batavia, Samarang, Soerabaya, Cheribon, Belawan-Deli	September 15–20	*Mentor*	Cunard Donaldson
Malaya—			
Penang	Aug. 30–Sept. 4	*Steel Admiral*	Isthmian Steamships
Port Swettenham	September 15–20	*Mentor*	Cunard Donaldson
Mexico—			
Veracruz, Tampico	September 14–19	†*Stegeholm*	Swedish American
Veracruz	September 13–17	*Eika*	Federal Commerce
Netherlands—	Aug. 29–Sept. 3	*Brush*	Swedish American
	September 5–10	*Beaconsfield*	Cunard Donaldson
	September 6–14	*Mont Gaspe*	Montreal Shipping
	September 7–13	*Tunaholm*	Swedish American
Amsterdam, Rotterdam	September 8	*Prins Willem III*	Shipping Limited
	September 9	*Prins Johann Willem Friso*	Shipping Limited
	September 19	*Prins Maurits*	Shipping Limited
	September 27	*Prins Willem Van Oranje*	Shipping Limited
	October 1–6	*Beckenham*	Cunard Donaldson
	October 6–10	*Erland*	Swedish American
Netherlands Antilles—			
Willemstad	September 15–21	**Vigor*	Swedish American
Norway—	Aug. 29–Sept. 3	*Brush*	Swedish American
	September 7–13	*Tunaholm*	Swedish American
Oslo, Kristiansand, Stavanger, Bergen	September 16	*Lyngenfjord*	Kerr Steamships
	September 25	*Topdalsfjord*	Kerr Steamships
	October 6–10	*Erland*	Swedish American
Philippines—			
Manila	Aug. 30–Sept. 4	*Steel Admiral*	Isthmian Steamships
Poland—	Aug. 29–Sept. 3	*Brush*	Swedish American
Gdynia, Gdansk	September 7–13	*Tunaholm*	Swedish American
	October 6–10	*Erland*	Swedish American
Puerto Rico—	Aug. 31–Sept. 1	*†*Congo*	Saguenay Terminals
San Juan	September 15–21	†*Vigor*	Swedish American
Siam—			
Bangkok	Aug. 30–Sept. 4	*Steel Admiral*	Isthmian Steamships
Singapore	Aug. 30–Sept. 4	*Steel Admiral*	Isthmian Steamships
	September 15–20	*Mentor*	Cunard Donaldson

DEPARTURES FROM MONTREAL—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Sweden—			
Gothenburg, Malmo, Norrkoping, Stockholm	Aug. 29–Sept. 3	*Brush*	Swedish American
	September 7–13	*Tunaholm*	Swedish American
	October 6–10	*Erland*	Swedish American
United Kingdom—			
Avonmouth	Aug. 27–Sept. 3	*Delilian* (r)	Cunard Donaldson
	September 3–9	*Bristol City*	Furness Withy
Swansea	September 13–19	*Dorelian* (r)	Cunard Donaldson
	Sept. 28–Oct. 4	*Norwegian*	Cunard Donaldson
Glasgow	Aug. 26–Sept. 1	**Salacia* (r)	Cunard Donaldson
	September 5–12	*Laurentia*	Cunard Donaldson
	September 18–25	*Lismoria* (r)	Cunard Donaldson
Leith, Newcastle	Aug. 27–Sept. 1	*Cairnvalona*	Furness Withy
	September 9–14	*Cairnavon*	Furness Withy
Liverpool	Aug. 30–Sept. 3	*Hillcrest Park*	Cunard Donaldson
	September 8–12	*Ascania* (r)	Cunard Donaldson
	September 18–24	*Arabia* (r)	Cunard Donaldson
	Sept. 27–Oct.3	*Fort Musquarro*	Cunard Donaldson
	Sept. 28–Oct. 4	*Fort Cadotte*	Cunard Donaldson
London	September 5–10	*Sibley Park*	Cunard Donaldson
	September 7	*Seaboard Ranger*	March Shipping
	September 22	*Seaboard Trader*	March Shipping
	Sept. 25–Oct. 1	*Asia* (r)	Cunard Donaldson
Manchester	Aug. 31–Sept. 3	*Manchester Shipper* (r)	Furness Withy
	September 7–10	*Manchester Trader* (r)	Furness Withy
	September 14–17	*Manchester Port* (r)	Furness Withy
Venezuela—			
Puerto Cabello, La Guaira, Maracaibo	Aug. 31–Sept. 1	**†Congo*	Saguenay Terminals
	September 15–21	*†Vigor*	Swedish American
West Indies—			
Jamaica	September 16–17	**†Askepot*	Saguenay Terminals
Antigua, Barbados, Bermuda, British Guiana, Dominica, Grenada, Montserrat, St. Kitts, St. Lucia, St. Vincent, Trinidad	Aug. 23–Sept. 1	*†Alcoa Planter*	Alcoa Steamships
	September 6–15	*†Alcoa Partner*	Alcoa Steamships
	September 20–29	*†A Ship*	Alcoa Steamships

DEPARTURES FROM QUEBEC

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Liverpool	September 22–26	*Franconia* (r)	Cunard Donaldson
London	Aug. 28–Sept. 1	*Scythia* (r)	Cunard Donaldson
	September 18–22	*Samaria* (r)	Cunard Donaldson

DEPARTURES FROM HALIFAX

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Liverpool	September 10–15	*Nova Scotia* (r)	Furness Withy
	September 24–29	*Newfoundland* (r)	Furness Withy

DEPARTURES FROM VANCOUVER

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-South and East—			
Cape Town, Port Elizabeth, East London, Durban, Lourenço Marques	September 10 October 10	*Silversandal* *Silverteak*	Dingwall Cotts Dingwall Cotts
Argentina—			
Buenos Aires	September 1 Early October	*Grenanger* *Hindanger*	Empire Shipping Empire Shipping
Australia—			
Sydney, Melbourne, Adelaide	Mid-September	*Narrandera*	Empire Shipping
Sydney, Melbourne	September October	*Alameda* *Sonoma*	Dingwall Cotts Dingwall Cotts
Belgium—			
Antwerp	September 4 September 10 September 19 October 15	*Guayana* *Washington* *Los Angeles* *Winnipeg*	Gardner Johnson Empire Shipping Gardner Johnson Empire Shipping
Brazil—			
Rio de Janeiro, Santos	September 1 Early October	*Grenanger* *Hindanger*	Empire Shipping Empire Shipping
Burma—			
Rangoon	September 5	*Salatiga*	Dingwall Cotts
Canal Zone—			
Balboa	September 11	*Santa Adela* (r)	Gardner Johnson
Panama City	September 12	*Anchor Hitch*	Gardner Johnson
Cristobal, Balboa	September 15	*Timber Hitch*	Gardner Johnson
Balboa	September 5	*Glimmaren*	Empire Shipping
Ceylon—			
Colombo	September 12	*Manoeran*	Dingwall Cotts
Chile—			
Arica, Antofagasta, Valparaiso	September 11	*Santa Adela*	Gardner Johnson
Antofagasta, Valparaiso	September 1 Early October	*Grenanger* *Hindanger*	Empire Shipping Empire Shipping
Colombia—			
Barranquilla	September 7 September 12	*Glimmaren* *Anchor Hitch*	Empire Shipping Gardner Johnson
Buenaventura	September 11	*Santa Adela*	Gardner Johnson
Costa Rica—			
Puntarenas	September 7 September 12 September 15	*Glimmaren* *Anchor Hitch* *Timber Hitch*	Empire Shipping Gardner Johnson Gardner Johnson
El Salvador—			
La Libertad	September 7	*Glimmaren*	Empire Shipping
Fiji—			
Suva	September 19 October	*Thor I* *Vesteroy*	Empire Shipping Empire Shipping

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
France—			
Le Havre	September 10	*Washington*	Empire Shipping
Bordeaux	October 15	*Winnipeg*	Empire Shipping
Dunkirk			
Germany—	September 4	*Guayana*	Gardner Johnson
Hamburg	September 19	*Los Angeles*	Gardner Johnson
	Late September	*Pacific Fortune* (r)	Furness Withy
Guatemala—	September 7	*Glimmaren*	Empire Shipping
San Jose	September 12	*Anchor Hitch*	Gardner Johnson
Guatemala City	September 14	*Don Aurelio*	Empire Shipping
	September 15	*Timber Hitch*	Gardner Johnson
Hong Kong	October	*Vesteroy*	Empire Shipping
India and Pakistan—			
Calcutta	September 5	*Salatiga*	Dingwall Cotts
Madras			
Bombay	September 12	*Manoeran*	Dingwall Cotts
Karachi			
Indonesia—			
Batavia			
Samarang	September 5	*Salatiga*	Dingwall Cotts
Soerabaya	September 12	*Manoeran*	Dingwall Cotts
Cheribon			
Japan—			
Yokohama	Aug. 30–Sept. 5	*Lake Sicamous*	Anglo Canadian
Mexico—			
Manzanillo	September 12	*Anchor Hitch*	Gardner Johnson
Acapulco	September 15	*Timber Hitch*	Gardner Johnson
Netherlands—			
Rotterdam	September 10	*Washington*	Empire Shipping
Amsterdam	October 15	*Winnipeg*	Empire Shipping
New Zealand—			
Wellington	September 3	*Alameda*	Dingwall Cotts
	October	*Sonoma*	Dingwall Cotts
New Caledonia—			
Noumea	September 19	*Thor I*	Empire Shipping
	October	*Vesteroy*	Empire Shipping
New Hebrides—			
Port Vila	October	*Vesteroy*	Empire Shipping
Panama—			
Balboa	September 7	*Glimmaren*	Empire Shipping
Panama City			
Persian Gulf	September 12	*Manoeran*	Dingwall Cotts
Peru—			
Callao	September 1	*Grenanger*	Empire Shipping
Mollendo	September 11	*Santa Adela*	Gardner Johnson
	Early October	*Hindanger*	Empire Shipping
Philippines—			
Manila			
Iloilo	September 12	*Manoeran*	Dingwall Cotts
Cebu			
Manila	September 5	*Salatiga*	Dingwall Cotts
Iloilo			
Manila	October	*Vesteroy*	Empire Shipping
Cebu			

Destination	Loading Date	Vessel	Operator or Agent
Samoa—			
Apia	September 19	*Thor I*	Empire Shipping
	October	*Vesteroy*	Empire Shipping
Pago-Pago	September 3	*Alameda*	Dingwall Cotts
	October	*Sonoma*	Dingwall Cotts
Society Islands—			
Papeete	September 19	*Thor I*	Empire Shipping
	October	*Vesteroy*	Empire Shipping
Sweden—			
Gothenburg, Malmo, Norkopping, Stockholm	September 4	*Guayana*	Gardner Johnson
United Kingdom—			
Manchester	Sept. 17–Oct. 2	*Lake Minnewanka*	Empire Shipping
	Sept. 24–Oct. 9	*Lake Atlin*	Empire Shipping
	Late September	*Pacific Fortune* (r)	Furness Withy
	Mid-October	*Pacific Importer*	Furness Withy
Cardiff, Manchester	Early September	*Welsh Prince*	Furness Withy
Liverpool, Manchester	Mid-September	*Pacific Liberty*	Furness Withy
Uruguay—			
Montevideo	September 1	*Grenanger*	Empire Shipping
	Early October	*Hindanger*	Empire Shipping
Venezuela—			
Maracaibo, Puerto Cabello, La Guaira, La Salina	September 7	*Glimmaren*	Empire Shipping

Services to Newfoundland

Transportation is a major factor in the economy of Newfoundland, which is served by a number of steamship services operating the year round from Halifax and North Sydney, and from Montreal during the season of open navigation on the St. Lawrence. Trans-Canada Air Lines also maintains a daily service between Montreal and Gander Airport, via Moncton, N.B., and Sydney, N.S. Boston is likewise connected with Gander Airport, via Yarmouth, N.S., Saint John, N.B., and Halifax, N.S. Steamship companies, ports of call and the frequency of their services are as follows:

Halifax to St. John's	Weekly	Furness Red Cross Line
Halifax to St. John's	Every three weeks	Furness Warren Line
Halifax to St. John's	Every ten days	Newfoundland-Canada Steamships
Halifax to St. John's	Fortnightly	Rowlings
Halifax to St. John's	Weekly	Shaw Steamships
Montreal to St. John's	Every ten days	Blue Peter Steamships
Montreal to St. John's	Fortnightly	Clarke Steamships
Montreal to Corner Brook	Fortnightly	Clarke Steamships
Montreal to St. John's	Fortnightly	Newfoundland-Canada Steamships
North Sydney to Port aux Basques	Daily, except Sunday	Canadian National Railways
Saint John to St. John's	Weekly	Furness Red Cross Line
Hamilton to St. John's	Fortnightly	Newfoundland-Great Lakes SS.
Toronto to St. John's	Fortnightly	Newfoundland-Great Lakes SS.

Economic Survey of Mexico

Copies of an "Economic Survey of Mexico", prepared from material provided by Douglas S. Cole, Commercial Counsellor for Canada, in Mexico City, are now available for distribution, and may be obtained on application to the Publicity Division, Department of Trade and Commerce.

Foreign Trade Service Abroad

Cable address:—Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. Brown, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

Buenos Aires—W. B. McCullough, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. Croft, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. Fraser, Commercial Secretary for Canada, 83 William Street.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—A. B. Brodie, Acting Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.
Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. Macdonald Commercial Secretary, Canadian Embassy, 46 rue Montoyer.
Territory includes Luxembourg.

Brazil

Rio de Janeiro — Maurice Bélanger, Commercial Secretary, Canadian Embassy, Edificio Metropòle. Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—Acting Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—E. H. Maguire, Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.
Territory includes Bolivia.

China

Shanghai—B. I. Rankin, Acting Commercial Secretary for Canada, 27 The Bund, Postal District (0).

Colombia

Bogotá—H. W. Richardson, Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.
Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—A. W. Evans, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.
Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. Boyer, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.
Territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, Iraq, Lebanon, Saudi Arabia, Syria and the Hashemite Kingdom of the Jordan.

France

Paris—J. P. Manion, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.
Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. Tremblay, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Address for letters: 3 rue Scribe.
Territory includes Belgium, Denmark, France and the Netherlands.

Germany

Frankfurt—B. J. Bachand, Canadian Economic Representative, Canadian Consulate, Economic Section, 145 Fuerstenbergerstrasse, A.P.O. 757, U.S. Army.
Cable address, Canadian Frankfurt-Main.

Greece

Athens—T. J. Monty, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.
Territory includes Israel.

Foreign Trade Service Abroad—*Continued*

Guatemala

Guatemala City—J. C. DEPOCAS, Canadian Government Trade Commissioner, No. 20, 4th Avenue South. Address for letters: Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

India

New Delhi—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

Bombay—R. K. THOMSON, Acting Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Italy

Rome—R. G. C. SMITH, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

Jamaica

Kingston—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Japan

Tokyo—J. C. BRITTON, Commercial Representative, Canadian Liaison Mission, Canadian Legation Building.

Mexico

Mexico City—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

New Zealand

Wellington—P. V. MCLANE, Commercial Secretary, Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Territory includes Fiji and Western Samoa.

Wellington—Dr. W. C. HOPPER, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Norway

Oslo—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. BROWNE, Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Iran and Afghanistan.

Peru

Lima—Acting Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Portugal

Lisbon—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, Indonesia, North Borneo, Brunei, Sarawak and Thailand.

South Africa

Johannesburg—S. V. ALLEN, Commercial Secretary for Canada, Mutual Building, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

Cable address, Cantracom.

Foreign Trade Service Abroad—*Concluded*

Cape Town—S. G. TREGASKES, Acting Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.
Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.
Cable address, Cantracom.

Sweden

Stockholm—D. B. MUNDY, Acting Commercial Secretary, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.
Territory includes Finland.

Switzerland

Berne—YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.
Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—T. G. MAJOR, Canadian Government Trade Commissioner, 43 St. Vincent Street. Address for letters: Post Office Box 125.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana and the French West Indies.

Turkey

Istanbul—G. F. G. HUGHES, Acting Commercial Secretary for Canada, 20 Yeni Carsi Caddesi, Beyoglu. Address for letters: Post Office Box 2220, Beyoglu.

United Kingdom

London—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Sleighing, London.

London—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Territory includes the South of England, East Anglia and the British West Africa (Gold Coast, Sierra Leone and Nigeria).
Cable address, Sleighing, London.

London—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Cantracom, London.

London—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Timcom, London.

Liverpool—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.
Territory includes the Midlands, North of England and Wales.

Glasgow—J. L. MUTTER, Canadian Government Trade Commissioner, 200 St. Vincent Street.
Territory covers Scotland and Iceland.
Cable address, Cantracom.

Belfast—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.
Territory covers Northern Ireland.

United States

Washington—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—G. R. PATERSON, Agricultural Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center.
Territory includes Bermuda.
Cable address, Cantracom.

New York City—M. B. BURSEY, Canadian Government Trade Commissioner (Fisheries Specialist), British Empire Building, Rockefeller Center.

Boston—T. F. M. NEWTON, Consul of Canada, 532 Little Building, 80 Boylston Street, Boston 16.

Detroit—J. J. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

Chicago—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

San Francisco—H. A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street.

Venezuela

Caracas—C. S. BISSETT, Canadian Government Trade Commissioner, Canadian Consulate General, 8° Piso, Edificio America, Esquina Veroes.
Territory includes Netherlands Antilles.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Aug. 9	Nominal Quotations Aug. 16
Argentina	Peso	Off.	·2977	·2977
		Free	·2085	·2085
Australia	Pound	....	3·2240	3·2240
Belgium and Belgian Congo	Franc	....	·0228	·0228
Bolivia	Boliviano	....	·0238	·0238
British West Indies (except Jamaica)	Dollar	....	·8396	·8396
Brazil	Cruzeiro	....	·0544	·0544
Burma	Rupee	....	·3022	·3022
Ceylon	Rupee	....	·3022	·3022
Chile	Peso	Off.	·0517	·0517
		Export	·0323	·0323
Colombia	Peso	....	·5128	·5128
Costa Rica	Colon	....	·1800	·1800
Cuba	Peso	....	1·0000	1·0000
Czechoslovakia	Koruna	....	·0200	·0200
Denmark	Krone	....	·2084	·2084
Dominican Republic	Peso	....	1·0000	1·0000
Ecuador	Sucre	....	·0740	·0741
Egypt	Pound	....	4·1330	4·1330
El Salvador	Colon	....	·4000	·4000
Fiji	Pound	....	3·6306	3·6306
Finland	Markka	....	·0062	·0062
France, Monaco and French North Africa	Franc	Off.	·0037	·0037
		Free	·0030	·0030
French Empire—African	Franc	....	·0073	·0073
French Pacific Possessions	Franc	....	·0201	·0201
Germany	Deutsche Mark	....	·3000	·3000
Guatemala	Quetzal	....	1·0000	1·0000
Haiti	Gourde	....	·2000	·2000
Honduras	Lempira	....	·5000	·5000
Hong Kong	Dollar	....	·2519	·2519
Iceland	Krona	....	·1541	·1541
India	Rupee	....	·3022	·3022
Iran	Rial	....	·0312	·0312
Iraq	Dinar	....	4·0300	4·0300
Ireland	Pound	....	4·0300	4·0300
Israel	Pound	....	3·0000	3·0000
Italy	Lira	....	·0017	·0017
Jamaica	Pound	....	4·0300	4·0300
Japan	Yen	....	·0028	·0028
Lebanon	Piastre	....	·4561	·4561
Mexico	Peso	....	·1157	·1157
Netherlands and Indonesia	Florin	....	·3769	·3769
Netherlands Antilles	Florin	....	·5303	·5303
New Zealand	Pound	....	4·0150	4·0150
Nicaragua	Cordoba	....	·2000	·2000
Norway	Krone	....	·2015	·2015
Pakistan	Rupee	....	·3022	·3022
Panama	Balboa	....	1·0000	1·0000
Paraguay	Guarani	....	·3200	·3200
Peru	Sol	....	·1538	·1538
Philippines	Peso	....	·4975	·4975
Portugal and Colonies	Escudo	....	·0403	·0400
Singapore	Straits Dollar	....	·4702	·4702
Spain and Colonies	Peseta	....	·0916	·0916
Sweden	Krona	....	·2783	·2783
Switzerland	Franc	....	·2336	·2336
Thailand	Baht	....	·1000	·1000
Turkey	Lira	....	·3571	·3571
Union of South Africa	Pound	....	4·0300	4·0300
United Kingdom	Pound	....	4·0300	4·0300
United States	Dollar	....	1·0000	1·0000
Uruguay	Peso	Controlled	·6583	·6583
		Uncontrolled	·5618	·5618
Venezuela	Bolivar	....	·2985	·2985
Yugoslavia	Dinar	....	·0200	·0200

Trade Publications Available

ABC of Canadian Export Trade

Prepared by Export Division, Foreign Trade Service. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents a copy in Canada and 50 cents for delivery abroad.

Canada—Butcher, Baker, Grocer

Brochure, illustrating the extent to which foodstuffs are being shipped to the United Kingdom, prepared for distribution at the Dairy Show, in London, England, and to the provision trade in Great Britain. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Export Timbers

Brochure, illustrating and describing Canadian woods available for export, prepared for distribution at Building Trades Exhibition, in Manchester, England. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

Canadian Furs

Brochure, pertaining primarily to ranched furs, prepared for distribution at International Fur and Leather Fair, in Basle, Switzerland. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Certified Seed Potatoes

Folder, illustrating varieties most suitable for shipment to other countries, prepared for distribution abroad in an effort to stimulate export sale of seed potatoes. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Eighty Years of Foreign Trade

Reprint of article in *Canadian Geographical Journal*, which reviews development of Canada's trade between 1867 and 1947. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Economic Reviews

Reports on the following countries, reproduced originally in the *Commercial Intelligence Journal* and *Foreign Trade*: Argentina, Australia, British West Indies and British Guiana, French North Africa, India, Iran, Mexico, New Zealand. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Special Articles

Articles on the following subjects, published in *Foreign Trade*, have been reprinted in pamphlet form, and may be obtained from the Publicity Division, Foreign Trade Service, Ottawa:

Assistance Available from Trade Commissioners
Branch Plant Expansion Encouraged
Canadian Port Facilities Aid Foreign Trade
Canadian Toy Industry
European Recovery Program Related to Canadian Economy
Foreign Import Controls and Exchange Regulations
Import Control of Capital Goods Under Emergency Act
Influence of Geography on Import Trade
Production of Sports Equipment in Canada
Trade Procedure for American and British Zones in Germany

Trade Bulletins and Reports

Detailed information on foreign trade is compiled by Dominion Bureau of Statistics, being issued on a monthly, quarterly and annual basis. The Dominion Statistician is also responsible for compilation of the *Canada Year Book;* the *Canada Handbook,* the *Canadian Statistical Review* and commodity reports. Catalogue of publications obtainable from Information Service, Dominion Bureau of Statistics, Ottawa.

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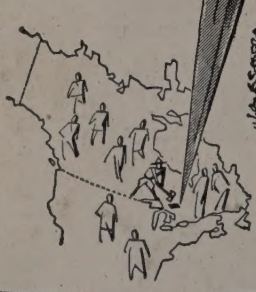

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